CANADA $2.75 NOVEMBER 1986 $2.25

RAILFAN

RAILFAN & RAILROAD

BLUE MOUNTAIN & READING: Pennsy E8s and a Reading 4-8-4

ALSO:
P&LE U28Bs
Fraser Canyon
Hartford & Slocomb

KEVIN TOMASIC

0 71896 48760 11

TRADITIONAL COLORS have been applied to Richmond, Fredericksburg & Potomac GP7 101, dedicated on June 19, 1986. This is RF&P's second 101, having been rebuilt in Bryant Park Shop from GP7 104 with parts from the 102 and GP35s 135 and 137. The steam generator was removed long ago, but dummy "torpedo boat" top air reservoirs were added, along with "as-built" pilots. The unit will be in revenue service for about a year and then donated to the Old Dominion Chapter NRHS.

KODACHROME: JIM KING

Railnews

KODACHROME: C.E. MILLER

ARKANSAS & MISSOURI will be running the former-Frisco between Ft. Smith, Ark., and Monett, Mo. Two C420s were being prepared at Federalsburg, Maryland, in July 1986. See page 35.

KODACHROME: DON JILSON

NEW YORK CENTRAL lightning stripes adorn RS3 8223 at East Syracuse, N.Y., on July 21, 1986. The ex-Amtrak 100, owned by Central New York Chapter NRHS, was NYC's first RS3.

KODACHROME: JIM BOYD

THE WAYNE COUNTY Chamber of Commerce in Honesdale, Pa., has purchased Bangor & Aroostook BL2 54 for its "Stourbridge Line" excursions, such as here on July 26. See TIMETABLE and page 36.

KODACHROME: W. BOKEKO

HORWITH TRUCKING is operating about a mile of the old Northampton & Bath in Northampton, Pa., serving the former Atlas Cement mill for stockpiling road salt. For power they have ex-Conrail RS3m 9938 in a Lehigh Valley-inspired livery.

NO SP&SF MERGER? Too bad, AT&SF SD45-2 7219 got the full lettering for publicity photos, shown here at Santa Fe's San Bernardino on June 11, 1986. She later emerged with only the "SF" remaining.

KODACHROME: JIM HEARD

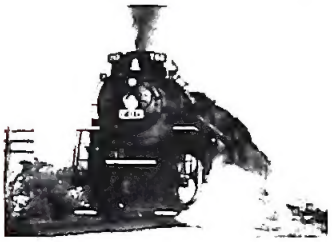
VIDEO PRICE ROLLBACK

TAPES FORMERLY $59.95 NOW ONLY $39.95

TAPES FORMERLY $39.95 NOW ONLY $29.95

VHS · VHS-HQ · BETA · SUPER BETA

Since 1978, we have worked hard to provide you with some of the finest railroad video programs on the market. Some recent changes in the video marketplace have allowed us to cut the cost of producing our programs. For example, the cost of the blank tape has come down almost 40% in the last 6 months. We recently expanded our duplicating facilities so that we can now make hundreds of copies in a single day, which results in a huge cost savings. And we make ALL of our copies in-house with our own equipment and our own people - we don't "farm out" this very important part of our business. All this adds up to savings for us which we are passing on to you, our valued customers.

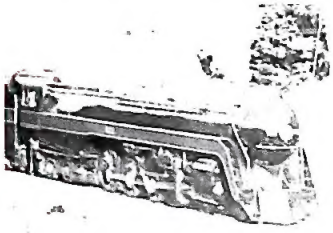


#765 A - "Wheeling in the Rat Hole"

Aerial scenes and high speeds highlight this beautiful study of Nickel Plate Berk #765. 50 min. **$39.95.**

#765FW - "Life Begins at Forty"

The 765 and 611 doubleheaded plus the 765 in over 50 runbys on roads out of Cincinnati and Buffalo. Rare scenes of her first move in 1979. 58 min. **$39.95.**



#611 - "Queen of the Fleet"

Our best selling tape! Over 45 runbys in this fast-paced program. 52 min. **$39.95.**

#611A - "Bridges to Buffalo"

On the old Nickel Plate Road to Buffalo. Lots of big bridges on this route. 45 min. **$39.95.**

All programs are in color and feature synchronized "live" sound.

#2839 - "Capital Limited '79"

SR 2-8-0 #722, GG-1 #4935, WM #7s, Strasburg 2-10-0 #90 and 0-6-0 #31 plus Royal Hudson #2839 on the Southern main. 58 min. **$39.95.**

#DH - "Dateline D&H: Binghamton, NY"

Alco and GE power reign supreme as the D&H tackles Belden Hill. 49 min. **$39.95.**

GEARED ENGINES IN THE WOODS

#456 - "CASS!"

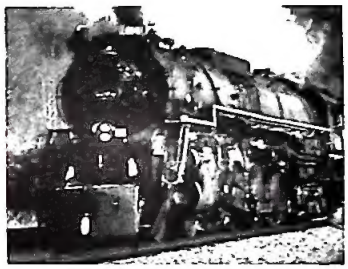
The drama of mountain railroading in its toughest form with doubleheaded Shays and a Heisler! 50 min. **$39.95.**

#346 - "The Big Six"

See Western Maryland #6 - the largest Shay in the world - do the honors on a freight train. Plus doubleheaded Shays on Cheat Mountain. 48 min. **$39.95.**

#SRR - "Fans, Filmmakers & Steam Trains"

This program takes you behind the scenes at the SRR to see how the movies are made. Lights! Camera! Action! All Aboard! 30 min. **$29.95.**

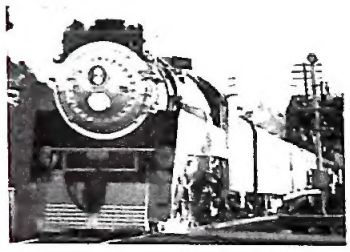


#614C
"The Phoenix Engine (C&O)"

On the home rails of Alleghany Mountain in some exclusive pacing scenes you won't believe! 51 min. **$39.95.**

#614T - "Ace of Black Diamonds"

Runbys, cab scenes, and helicopter shots provide you with a front row seat for this glorious winter spectacular. 53 min. **$39.95.**



#4449 - "Daylight Delight"

The 4449 heads out of Portland to the 1984 World's Fair. 44 min. **$39.95.**

#4449A - "Daylight Delight - Part II"

On the famous "Coast Route" on the way home from the Fair. 45 min. **$39.95.**

"BRAND NEW"

FOR ALL YOU NAUTICAL BUFFS!

#OTB - "Olympic, Titanic, Brittanic"

The Titanic has been found, and we've all seen the stunning pictures sent up from the depths where she lies on the bottom. What is the REAL story of how she got there? What happened on that fateful night? "Olympic, Titanic, Brittanic" examines the 3 sister ships of the line and debunks some of the myths that have been accepted as fact regarding the sinking of the Titanic. A fascinating documentary that you're sure to enjoy. 50 min. **$39.95.**

NEW PROGRAM!

A rare find for all NEW YORK CENTRAL FANS!

"Within the Oval"

Produced by the NYC in 1948 and NEVER RELEASED! In COLOR and SOUND! See Hudsons, Mohawks, Niagaras and many early NYC diesels in this delightful "Time Capsule" of America in the late forties. This "pep talk" paints a glowing future for the New York Central. 30 min.

ALSO ON THE SAME TAPE!

"3 Giant Steps" (7 min.) and **"Freight by Flexivan"** (6 min.) Two more Central films of the 50s we know you'll enjoy.

ALL 3 PROGRAMS FOR $39.95.

CALL OUR TOLL FREE ORDER NUMBER - 1-800-722-0765

(IN OHIO - 216-757-1104)

VISA · MasterCard

HOPEWELL PRODUCTIONS

70 ROCKY LEDGE DRIVE · STRUTHERS, OHIO 44471

HAROLD H. CARSTENS
publisher

JAMES A. BOYD
editor

LISA CASTERLINE/editorial secretary
DAVID C. LUSTIG/contributing editor
GEORGE M. SMERK/columnist
JOE L. DIAZ/columnist
ROBERT O. COSGROVE/director of advertising
DAVID R. CASE/advertising production manager
JOHN A. EARLEY/advertising sales manager
JUDY D. LOVAS/office manager and bookkeeper
PHYLLIS M. CARSTENS/assistant to the publisher

Circulation Manager: Robbin Featherman. **Circulation:** Jeanne Sipley, Faith Betz. **Advertising Production:** Mary Ann Lengle, Fran Schoen, Jim Gleason, Scott Lengle. **Advertising Billing:** Joann McMickle, Henry R. Carstens. **Reader Service:** Catherine Streeter. **Dealer Service:** Karen Herskovitz. **Shipping:** David Bender, Larry Duckles.

From the Publisher's desk: Railroad paintings

One of the highlight events at the recent Minuteman '86 combined NRHS-RRE-NMRA convention in Boston (July 21-27) was the International Railway Art Exhibition held in the rotunda of the Massachusetts State House. The exhibit featured the works of many of the best-known railroad artists from eight countries.

Over the years I've acquired a number of original railroad paintings, drawings and prints by such artists as Russ Porter, Gil Mellé, Adelade Werger, A.B. Chesley, M.B. Wakefield and others. Artists may have paintings on hand available for purchase. Sometimes these may have been used as a calendar illustration or as a book cover (which means someone else may hold a copyright). Paintings may also be commissioned, which means that you can order a specifice locomotive, train or scene to suit your own taste or desire. While paintings can sometimes be bought for as little as $100, average prices today are more likely to run over $1000, and some artists command considerably more. When an artist quotes a price for a painting, don't haggle. Most artists have a waiting list of collectors who appreciate their work and are willing to pay the going price. The price fluctuation will depend on the size of the original painting, the time involved in research and doing the work, the medium used, and the fame of the painter. Well-known rail artists such as Mike Kotowski or Gil Reid will be able to command a higher price than an unknown.

Most persons commissioning a painting will request the subject be a favorite locomotive or train, often in a scene no longer available for photography. Most railroad artists are not only skilled painters but are also experts in locomotive design. Russ Porter and the late Manville B. Wakefield were both excellent railroad draftsmen, as are many rail painters. They know locomotives and railroads. Some of the very earliest rail painters did photographic quality work. We saw one old Hudson River scene in a Fifth Avenue salon dating about 1830 which was selling for $10,000 15 years ago.

When Phyllis and I were married, Russ Porter gave us a painting of an Erie Triplex which we prize highly. It was in Russ' early years as an oil painter, before he polished up his smoke technique. For years afterward and still today, Russ would request return of the painting so he could redo the smoke. My reply then, as today, was no. "Russ, that was the way it was done, and I don't want it changed!". I mentioned this at Boston to Kotowski and he concurred. The style of an artist changes over the years, so work done today is often very different from paintings done some years ago. This painting is of Porter's early period.

We talked with veteran artist Gil Reid about photographic accuracy which most collectors demand. However, as the artistic senses of collectors mature, there will be an increasing market for impressionist and other style paintings. Claude Monet, famous French impressionist, did a number of superb steam train paintings which today are priceless. One of our paintings by Gil Mellé shows an impressionistic D&RGW open end coach at night. Gil, a former model railroad manufacturer, had several salon showings in New York but today writes music for television and is based in Hollywood.

The late M.B. Wakefield did many superb oils but is equally well known for his scratch board drawings and etchings. Commonly used mediums used by artists include oil, tempera, acrylic, water color, etchings, scratchboard, pen and ink, pencil and others. Most rail artists are adept in several diferent art mediums.

RAILFAN & RAILROAD

November 1986/vol.6 no.6

RAILROAD / founded 1906 / vol.109 no.1

Features

38 **Carolina Mixed**/James Sheppard
42 **Exploring Fraser Canyon**/Jim Boyd
47 **Photo Line**/railfan photography
51 **"River Boats" (P&LE U28Bs)**/Kevin Tomasic
56 **"Minuteman '86" Convention**/Greg Nazarow
58 **The Enterprising Hartford & Slocomb**/John Sistrunk
61 **The Blue Mountain & Reading**/Boyd and Lankenau

Departments

2 **Railnews**/news in color
5 **Fanmail**/letters from readers
6 **Timetable**/events
11 **Railroadiana**/product news and reviews
22 **We'd like you to meet. . .**/Tomasic, Clouse, Sistrunk, Sheppard
28 **Camera Bag**/The Telephoto Mentality
30 **Transit Currents**/George Smerk
32 **Videos**/videotape reviews
34 **Railnews**/news in detail
68 **Markers**/editorial commentary
70 **Switch List**/classified advertising
73 **Advertising Index**/the railfan marketplace

Cover

The date is June 27, 1986, as Pennsylvania Railroad E8s 5706 and 5898 make their public debut at the night photo session at the Reading Shops in Reading, Pa., as part of the Blue Mountain & Reading Railfan Weekend. For more on these units and the BM&R, see page 61. Kodachrome by Jim Boyd.
Only two of the P&LE's 22 U28Bs received the "full treatment" paint scheme with the yellow nose and cab front, the 2818 and 2808, shown here at the McKees Rocks, Pa., shop on March 7, 1981. For the story on these units, see page 51. Ektachrome by Kevin Tomasic

RAILFAN & RAILROAD (ISSN 0163-7266), is published bi-monthly by Carstens Publications, Inc., Fredon-Springdale Road, Fredon Township, P. O. Box 700, Newton, New Jersey 07860-0700. Phone 201/383-3355. Harold H. Carstens, President; Marie L. Merkle, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Second-class postage paid at Newton, NJ 07860 and additional mailing offices.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P. O. Box 700, Newton, NJ 07860-0700. Copyright © 1986 by Carstens Publications, Inc. Printed in U.S.A.

SUBSCRIPTIONS: U.S.A. and possessions: $11.00 per year, $20.00 for two years, $28.00 for three years. Foreign: $13.00 per year, $24.00 for two years, $34.00 for three years. All communications regarding subscriptions and changes of address should be sent to Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Please allow six to eight weeks for change of address.

CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested, we will endeavor to return all material in good condition if accompanied by return postage. Payment is normally made upon publication. The contents of this magazine may not be reprinted without written permission of the publisher.

ADVERTISING: Advertising offices: RAILFAN & RAILROAD, P. O. Box 700, Newton, NJ 07860-0700. Phone: 201/383-3355.

Fanmail

Georgetown Loop

"Bridge to Fame" (restoration of the Georgetown Loop in the July 1986 issue) was exceptionally well done. I had not previously encountered either the "loop" or author Greg Monroe, but his research, writing and photos were top notch. The article made me want to head straight for Colorado.

Send him a bonus and an advance on another feature story. Let's have more of the same!

BILL SPOON
Mechanicsburg, Penn.

West Side Shay 14

Someone clued you incorrectly on the history of Georgetown Loop's Shay 14 on page 36 of the July issue. She was built for the Sierra Nevada Wood & Lumber Co., then became Hobart Estate Co., *then* West Side plus Camino, Cable & Northern before going to Central City.

Not earthshaking, but a little out of line, and you might want to run a correction on this for us purists. As usual, the rest of the consist was super.

A.B. ABERNETHY
San Francisco, Cal.

Track warrants

On the top of page 51 in your July issue a rather dangerous statement is made. Track Warrant Control rules do not "override signal indication." Automatic block signals are by definition: A series of consecutive blocks governed by block signals, cab signals or both, actuated by a train, engine or by certain conditions affecting the use of a block."

In ABS territory a train or engine may not occupy the main track outside yard limits unless authorized by timetable schedule, train order, numbered clearance or track warrant in territories so designated. Once a train or engine has been authorized to occupy the main track in ABS territory, its movements are governed by the indication of the ABS system signals.

While I do not think this is the proper forum to discuss the motivations, assets and liabilities of TWC, its use is just another way to authorize a train or engine to go from point A to point B. The protection provided by the ABS system, if in place in the territory, is a necessary safety factor if you want to operate your trains over 49 m.p.h.

RUSSELL STRODTZ
Cochrane, Wis.

McMillan's motive power

I wish to differ with David Lustig's criticism of Joe McMillan's *Santa Fe Motive Power* book which Lustig reviewed in the July '86 R&R. In that review he criticizes some of Joe's classification of Santa Fe locomotive models largely because it differs in some respects from that given in AT&SF employee timetables. If Lustig had taken the time to contact the author on this question, he would have found out his rationale.

In preparing our article on the AT&SF second subdivision, which appeared in that same issue, I noticed the same discrepancy and called Joe to see why he differed from the company designations and which we should use in our article. At the time Joe indicated that the great number of diesel classes the company lists in its timetable reflects minute mechanical differences which the mechanical department must keep track of when servicing the locomotives but really are of no consequence for the operating department. In his treatment he attempted to reduce the number of classes to those that are really distinctly different and thereby reduce the confusion derived from the company timetable. He says that the classification used in the operating timetable is based on information supplied by the mechanical department and therefore represents the idiosyncracies and goals of that unit. Joe also has done the users of his volume a real favor by using model designations that are more conventional than those used by the Santa Fe. Thus rather than being a liability, Joe has helped to interpret and better organize Santa Fe roster material for the railfan-scholar.

DONALD R. KAPLAN
Kensington, Cal.

⇐ *Lustig did talk to McMillan about the locomotive designations and concluded that he disagreed with McMillan's logic. We discussed this before printing the review, and I had to agree with Lustig that the official designations should have been retained for the record, even if they could be simplified in some rosters or for indexing purposes. It would have added a bit of depth to McMillan's book to have listed both the unofficial and official designations, as he did with the SD24u/SD26s but failed to do with the SDP40Fu/SD40Fs. We are all friends, however, and this is* really *nit-picking an excellent volume*—J.B.

"Horrid" NS livery

Regarding the July '86 MARKERS, page 62, about the NS paint scheme:

There was a little girl,
And she had a little curl,
Right in the middle of her forehead.
When she was good,
She was very, very good,
But when she was bad she was horrid.

"Terrible" just doesn't rhyme.

ANDY LANGTRY
San Francisco, Cal.

Railroads in "Legal Eagles"

While watching the Robert Redford film "Legal Eagles," I was surprised to see on the wall in his character's apartment a painting that appeared to be Howard Fogg's Alco FA on the original *Freedom Train*. I was even more delighted when I caught a glimpse in Debra Winger's office of O. Winston Link's "Hot Shot Eastbound" photo of the N&W 2-6-6-4 passing the drive-in theater. Link's name is in the credits, too.

It's a gratifying feeling that the "outside" art world is finally acknowledging the excellence of our avocation's artists. I believe there can be no dispute that credit for this most recent wave of appreciation by the fine art community can go to Mr. Link himself. We can all thank him.

DENNIS A. LIVESEY
New York, N.Y.

⇐

SOUTHEASTERN STEAM

...a 1987 calendar featuring photos of vintage steam locomotives from the southeastern United States.

$5.95 + $1.00 for 1st class mailing.

TO: CALENDAR/OSRM
P.O. BOX 601
KNOXVILLE, TN 37901
NO FOREIGN ORDERS PLEASE

We are selling interior historic parts from 1916 American Car Company St. Louis manufactured UIC interurban 506 and 513 to raise funds for the restoration of FJ&GRR (Bamberger RR) Bullet No. 126. Many other Railroadiana offered. Send $10 donation for complete list and prices to

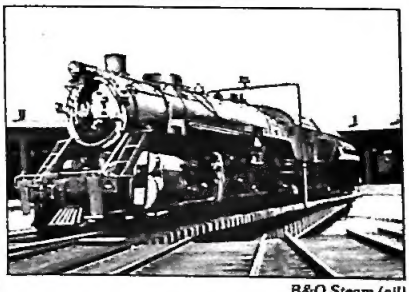
UTAH RAILROAD MUSEUM,
P.O. BOX 1464, OGDEN, UTAH 84402.

BN Diesels (charcoal)

INVEST IN AN ORIGINAL

You select the subject and international artist Charles L. Amos will produce an original especially for you.

His commissioned works include those done for the Baltimore & Ohio Railroad, the AAR, the FRA, and Safetran Systems, as well as private collections around the U. S. and Canada. Send a stamped, self-addressed envelope for details.



B&O Steam (oil)

Charles L. Amos, Artist
Rt.1, Box 181A
Tunnelton, WV 26444

Railfare

Steam • Diesel • Electric

- **Free Book Offer!**
- **5% Bonus Coupons**
- **Free Catalogue**

Write today to "Dept. R11"

Railfare Enterprises, Box A-248
Hanover, New Hampshire. 03755

Railfare Enterprises Limited,
Box 33, West Hill, Ontario, Canada. M1E 4R4

Come enjoy the fall splendor of Berks County

BLUE MOUNTAIN & READING RAILROAD, TEMPLE, PA.

—Scheduled Events—

READING LOCOMOTIVE SHOPS, 6th & Amity Sts., Reading, Pa.
OPEN HOUSE, SAT. & SUN. - 9 AM to 5 PM
See 2102 (Now under reconstruction), E-8's in Pennsy Livery, Alco Century C630 #6761, CF7 #600, BM&R Business Car, Modular Layouts, Movies and much more. Admission: Adults-$1.00 Children Free!

TEMPLE STATION, Tuckerton Rd, Between Rts. 61 & 222, just No. of Reading, Flea Market, Sat. - Luncheon Special, Sun. - Brunch Special, Many other activities.

—In Operation—
#425 4-6-2 Light Pacific, Pennsy E8 5706 and 5898, Reading Co. GP30 #5513, RDCs #9166, 9168, and 9169

TRAINS DEPART: 10:00, 12:00, 2:00, and 4:00
Saturday Night Sunset Express Departs 6:30 PM

For More Details and Information Call or Write:

BLUE MOUNTAIN & READING RAILROAD
P.O. BOX 307, SHOEMAKERSVILLE, PENNSYLVANIA 19555
PHONE: 1-215-562-4083

Railfan Passes for all weekend events can be purchased
$39.00 Adults $20. Children
Individual Tickets can be purchased for each event.

RHINO'S RAILFAN RADIOS
TRAIN FREQS
BOOKLET..ppd$6.95
Lists North American RR frequencies.
CRYSTALS: WE STOCK EVERY RR FREQUENCY FOR ALL MAKES....ea. $5.95
REGENCY 55 CHANNEL HAND HELD **PRO**GRAMABLE SCANNER COMPLETE WITH WALL CHARGER & AMERICAN MADE RECHARGABLE NI-CAD BATTERIES.....$339.95
All phone orders expedited.
Pro Custom Hobbies CHOICE MC VISA
742 Frederick Road UPS $2.71
Catonsville, MD 21228 (301) 788-8770

Comin' at ya!

A. Thiese photo from 1986 calendar

N&W HISTORICAL SOCIETY'S
1987 CALENDAR

15 scenes, 2 in color, from the glory days of the Norfolk & Western and Virginian Railways. Send $6.00 to:

Calendar, Dept. R
13416 Springhaven Dr.
Fairfax, VA 22033

1986 calendar also still available in limited quantities for $6.00.

Hot Out of Chama

Ted Rose, the artist once lauded by Otto Kuhler, recreates the steamy essence of railroading in a masterful, painterly style. Here, in light snow, big K-37 No. 492 lopes across the ponderosa flats south of the wye and west from Chama in a classic broadside of narrow-gauge action on Rio Grande's high-country mainline. —Jim Boyd

A new watercolor by **Ted Rose**

A superior quality color reproduction on special matte-finish heavyweight stock, with an image area of 10"x 14". $25 postpaid.

Now available in the same format: *Clowl Crossing*. D&RGW No. 475 with the northbound (Chili Line) mixed on the steel span above the springtime Rio Grande. $25 postpaid, or both for just $45.

Send check, money order, or Visa/Mastercard information to: **Hod Carriers Ink** P.O. Box 266-R, Santa Fe, NM 87504.

Timetable

Listings in this column are published without charge and are run on a space-available basis at editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue, Sept. 15 for Jan. issue and Nov. 15 for March issue.

RAILFAN EVENTS

NORFOLK SOUTHERN, 1986 Excursion Season. The following listings indicate: **Date,** locomotive, route and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 611 is N&W streamlined Class J 4-8-4, and locomotive 1218 is N&W Class A 2-6-6-4. The 1218 is expected to be ready for service for the October 25-26 trips out of Roanoke; should the 1218 not be ready for service, the 611 will operate the scheduled trips in its place.

October 4, 611 Charlotte, N.C., to Roanoke, Va., one way (DP); **October 5,** 611 Roanoke to Charlotte, one way (DP); **October 11, 12, 18 and 19,** 611 Chatanooga to Crossville, Tenn., and return each day (TVRM). **October 25-26,** 1218 Inaugural Public Trips Roanoke to Norfolk, Va., or Bluefield, W.Va. (RCN).

November 1 and 8, 1218 Atlanta to Toccoa, Ga., and return (ACN); **November 2 and 9,** 1218 Atlanta to Chattanooga, Tenn., and return (ACN); **November 15, 16, 22 and 23,** 1218 Jacksonville, Fla., to Valdosta, Ga., and return each day (NFC).

The sponsoring organizations are: (DP) Discovery Place/Science Museums of Charlotte, 301 N. Tryon Street, Charlotte, NC 28202; (TVRM) Tennessee Valley Railroad Museum, 4119 Cromwell Road, Chattanooga, TN 37421; (RCN) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (ACN) Atlanta Chapter NRHS, P.O. Box 87246, Atlanta, GA 30337, and (NFC) North Florida Chapter NRHS, P.O. Box 16493, Jacksonville, FL 32245-6493.

AMORY, MISSISSIPPI, October 4-5. Railfan Weekend at the Magnolia State Railway using 2-8-0 77 in authentic Mississippian Railway livery on home rails with 1950s vintage freight equipment. 20 photo runbys to take advantage of proper lighting. Price $88 double or $95 single includes Saturday night lodging, all transportation to and from photo sites and lunch and dinner Saturday. (Make checks payable to John A. Craft—MSRY.) Contact: MSRY Freight, P.O. Box 134, Auburn, AL 36831.

HONESDALE, PENNSYLVANIA, October 4, 5, 11, 12, 18 and 19. "Stourbridge Line" diesel-powered 50-mile round trip excursions between Honesdale and Lackawaxen using ex-Bangor & Aroostook BL2 54. Two trips daily, departing Honesdale 9:30am and 2:30pm. Open window cars; layover in Lackawaxen. Contact: Wayne County Chamber of Commerce, 742 Main Street, Honesdale, PA 18431; 717/253-1960.

LOUISVILLE, KENTUCKY, October 1986. Excursions scheduled with L&N 4-6-2 152. **Oct. 4-5,** round trip each day to Frankfort, Ky., for 200th Anniversary celebration. The following trips are tentative: **Oct. 9,** ferry move Louisville to Corbin, Ky.; **Oct. 10,** ferry trip Corbin to Middlesboro; **Oct. 11,** excursions between Middlesboro and Pineville; **Oct. 12,** excursion Middlesboro to Harlan; **Oct. 13,** ferry trip Middlesboro to Corbin; and **Oct. 14,** ferry trip Corbin to Louisville via

FAMOUS STEAM LOCOMOTIVES

THE LOCOMOTIVE ENGINEERS' BOOK — now available to all. First published by the Brotherhood of Locomotive Engineers, FAMOUS STEAM LOCOMOTIVES, a 96-page high quality album of classic steam photos, is once again in print.

"A collector's item" says RAILROAD Magazine.

11 × 8½, **$10.00**
Include $1.00 for postage and handling per book; $1.50 (U.S.) in Canada.

Order from the author:

Richard J. Cook
P.O. Box 39192
Solon, OH 44139-0192

RAILS 'N' SHAFTS

BOOKS

P.O. Box 300, Laury's Station, PA 18059
(215) 799-2530

BOOKS

Specializing in Books on Transportation and Industrial Subjects

Allegheny: Lima's Finest, *Huddleston, Dixon* ... $23.59
America's Railroads: The Second Generation, *Ball* ... $35.95
American Railroad Passenger Car, *White* ... $27.95
B&O Heritage, *Krause, Crist* ... $ 6.49
Best of Maine Railroads, *Johnson* ... $11.95
Boston's Commuter Rail, *Humphrey, Clark* ... $13.99
How the Medal Was Won: South Shore ... $15.95
I Remember Pennsy, *Wood* ... $19.25
Illustrated Modern Freight Cars of North America, *Kerr* ... $18.49
Impossible Challenge, *Harwood* ... $31.95
Iron Horses Across the Garden State, *Gallo, Rosenbaum* ... $10.49
Katy Southwest, *McCall, Schultz* ... $19.95
Keep 'em Rolling, *Watson* ... $19.95
Pennsylvania-Reading Seashore Lines, *Kramer* ... $11.25
Peoria Way, *McMillan, Olmsted* ... $23.95
Pere Marquette Power, *Million, Dixon* ... $19.25
Port of New York (Vol. 1): From the Beginning to Penn Station, *Condit* ... $36.49
Port of New York (Vol. 2): From Grand Central to the present, *Condit* ... $36.49

★ ★ ★ STOP AND SEE US ★ ★ ★

We will have a complete selection of titles at the Lehigh Valley Chapter NRHS Railroadiana Show at Dieruff High School, Allentown, PA on Sunday, September 28, 1986.

Cajon: Rail Passage to the Pacific, *Walker* ... $36.95
1984 Car and Loco Cyclopedia ... $55.95
Chesapeake and Ohio: Superpower to Diesel, *Dixon* ... $12.95
Chicago's Passenger Trains, *Olmsted* ... $23.25
China by Rail, *Middleton* ... $15.95
Classic Power 6: PRR K-4, *Pennypacker, Staufer* ... $17.59
Corn Belt Route: Chicago Great Western, *Grant* ... $23.95
Dawn of the Diesel Age, *Kirkland* ... $23.95
Decade of the Trains, *Ball* ... $15.95
Delaware and Hudson, *Shaughnessy* ... $27.95
Delaware, Lackawanna and Western Railroad in the 20th Century, (Vol. 1), *Taber* ... $23.95
Delaware, Lackawanna and Western Railroad in the 20th Century (Vol. 2), *Taber* ... $23.95
Diesel Builders: Fairbanks-Morse and Lima-Hamilton, *Kirkland* ... $19.95
Diesel Locomotive Rosters, (1st edition) *McDonald* ... $ 5.99
Diesel Locomotive Rosters, (2nd edition) *McDonald* ... $ 7.99

Katy Power *by Joe Collias and Raymond George.* Locomotives and Trains of the Missouri-Kansas-Texas from 1912 to 1985 ... $33.59

Northumberland County Trolleys *by Ben Rohrbeck.* The illustrated story of all the traction lines in Northumberland County, Pennsylvania ... $ 9.59

Diesel Spotters Guide Update, *Pinkepank* ... $ 7.95
Diesels from Eddystone: Story of Baldwin, *Dolzall* ... $15.25
Donner Pass: SP Sierra Crossing, *Signor* ... $38.49
East Broad Top, *Rainey, Kyper* ... $29.95
Frisco Diesel Power, *Marre, Harper* ... $23.25
Frisco Power, *Collias* ... $30.49
Ghost Railroads of Central Arizona, *Sayre* ... $11.95
Goin' Railroading: Century on Colorado High Iron, *Speas* ... $27.95
GM&O North, *Olmsted* ... $18.49
Historical Guide to North American Railroads, *Drury* ... $16.95
Key Route (Part 1): Transbay Commuting by Train and Ferry, *DeMoro* ... $25.59
Key Route (Part 2): Transbay Commuting by Train and Ferry, *DeMoro* ... $27.25
Lackawanna Heritage, *Krause, Crist* ... $ 6.49
Last of Steam, *Collias* ... $21.95
Late, Great Penn Station, *Diehl* ... $15.95
Lehigh and New England, *Crist, Krause* ... $ 7.99
Link With A Lonely Land, *Barnes* ... $23.95
Maine Central: Mountain Division, *Johnson* ... $23.95
Meals by Fred Harvey, *Henderson* ... $ 6.49
Memories of Boston and Maine, *Maywald* ... $11.25
Memories of Reading Company Power, *Carleton* ... $23.25
Midland Route, *McFarland* ... $35.95
Milwaukee Road Narrow Gauge: Iowa's Slim Princess, *Tiggs, Jacobson* ... $23.95
Mind the Doors Please, *Partridge* ... $15.95
Monon Route, *Hilton* ... $23.95
N&W: Giant of Steam, *Jeffries* ... $31.95
Narrow Gauge in Ohio: Cincinnati, Lebanon and Northern, *Hauck* ... $23.95
New York Central: Gone But Not Forgotten, *Cavanaugh* ... $30.49
Next Station Will Be...New York & Long Branch ... $11.25
Northern Pacific of McGee and Nixon, *Green* ... $31.95
Northern Pacific: Super Steam Era, 1925-1945, *Frey, Lorenz* ... $35.95
Of Zephyrs and Commuters, *Olmsted* ... $21.59
Operations Santa Fe, *Armitage* ... $11.95
Penn Station, *Westing* ... $15.95
Railroad in the Clouds: Alaska Railroad, *Wilson* ... $23.95
Railroads, *Ball* ... $29.95
Railroads of Kansas City, *Lynch* ... $11.95
Railroads of Mexico (Vol. 1), *Franco* ... $31.25
Rails Around Gotham, *Carleton* ... $31.95
Rails 'Neath the Palms, *Mann* ... $23.95
Red Arrow: The First Hundred Years, *DeGraw* ... $25.59
Route of the Warbonnets, *McMillan* ... $22.49
San Diego and Arizona, *Hanft* ... $27.95
Santa Fe Motive Power, *McMillan* ... $31.95
Seaboard Coast Line, *Warren, Clark* ... $12.95
Seashore's Finest Train: Blue Comet, *Rosenbaum, Gallo* ... $ 7.99
Second Diesel Spotters Guide, *Pinkepank* ... $12.95
Silver Images of Colorado, *Ronzio* ... $31.95
Silver San Juan, *Ferrell* ... $39.95
Southern Pacific Dieselization, *Garmany* ... $39.59
Speedway to Sunshine, *Bramson* ... $35.95

Life and Legend of Jay Gould *by Maurie Klein.* The complete biography of Jay Gould, from Erie to Union Pacific ... $21.95

Laurel Line: An Anthracite Region Railway *by James Henwood and John Muncie.* The illustrated story of the Lackawanna and Wyoming Valley Railway between Scranton and Wilkes-Barre in Pennsylvania ... $27.95

Steinbeck Country Narrow Gauge, *Fabing, Hamman* ... $23.95
Story of Metro, *Deiter* ... $11.95
Tehachapi, *Signor* ... $35.95
Traction Classics (Vol. 1), *Middleton* ... $32.95
Traction Classics (Vol. 2), *Middleton* ... $28.95
Traction Classics (Vol. 3), *Middleton* ... $31.25
Train Watcher's Guide to North American Railroads, *Drury* ... $ 8.95
Unique New York & Long Branch, *Wood, Gallo, Rosenbaum* ... $20.95
Vermont's Granite Railroads, *Jones, Maxfield, Gove* ... $27.95

TO ORDER: For Postage and Handling, please add to the order total, $1.90 for one book, $2.50 for two books, $3.50 for three or more books. For foreign orders, please add $2.50 per volume for postage, and remit in US $. Pennsylvania residents please add 6% sales tax. Avoid delays in order shipment. Recheck addition and add correct postage. Incorrect orders will be returned. Prices subject to change without notice. Please allow four weeks for delivery. Make checks and money orders payable to RAILS 'N SHAFTS. Catalog sent with all orders, or send SASE. Sale ends last day of magazine cover month. **Your satisfaction is guaranteed.**

The R.R. Wallin Collection

Limited Edition 35mm. Duplicate Slide Sets

20 Slides Per Set
$15.00 Per Set

Sets currently being offered are:

W-474—Delaware and Hudson Power and Trains.
W-475—Wabash Power and Trains.
W-476—Milwaukee Road Passenger Power and Trains.
W-477—Milwaukee Road Freight Power and Trains.
W-478—New York Central (Including Cleveland Union Terminal) Power and Trains.
W-479—Denver and Rio Grande Western Power and Trains (Includes all Three Krauss-Maffei's).
W-480—Soo Line Power and Trains.
W-481—Southern Railway Power and Trains, including "The Goldenrod."
W-482—Norfolk Southern (Original) Power and Trains.
W-483—Bangor and Aroostock Power and Trains.
W-484—Iowa Trolleys.
W-485—Union Pacific Steam Action.
W-486—Santa Fe FT's.
W-487—Santa Fe F7's.
W-488—Santa Fe F9's and GP7's.
W-489—Burlington Passenger Power and Trains.
W-490—Assorted Demonstrator Diesels.
W-491—Pennsylvania Freight Power and Trains.
W-492—Reading Power and Trains.
W-493—Seaboard Air Line Power and Trains.
W-494—Georgia Northern, Ashburn, Sylvester and Camilla, Georgia and Florida, Chattahoochee Valley, Gainesville Midland and Carolina & Northwestern Power & Trains.
W-495—Kansas City Southern Power and Trains.
W-496—Streetcars of The Denver Tramway.
W-497—Southern Pacific Steam Power and Trains.

Also available are ten fifty slide sets at $37.50 per set. They are:

X-67R—Western Maryland Roster.
X-68—Canadian Pacific Steam Power and Trains photographed by Bill Price.
X-69—Burlington Power and Trains.
X-70—Santa Fe Switchers and Road Switchers.
X-71—Missouri Pacific Power and Trains.
X-72—Milwaukee Electric Roster.
X-73—Canadian National Steam Power and Trains photographed by Bill Price.
X-74—New York Central Switchers and Road Switchers.
X-75—Evie-Lackawanna Power and Trains.
X-76—Seaboard Coast Line Power and Trains.

These sets do not duplicate any previous offerings. A new group of seventeen sets will be offered every two months. Passenger car, rolling stock, shortline, and western railroading sets are also available. Order from this ad, or to receive two color sample slides and get your name on the mailing list, send $3.00 to:

Al Chione
P.O. Box 3008
Evergreen, Colo. 80439

Lebanon Branch. Contact: Kentucky Railway Museum, P.O. Box 22764, Louisville, KY 40222-0764.

ANN ARBOR, MICHIGAN, October 4. "The Annie Passenger Extra" fall color excursion over the Ann Arbor R.R. from Ann Arbor to Toledo. Contact: The Annie Passenger Extra, Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068-0296.

HUNTINGTON, WEST VIRGINIA, October 11-12, 18-19. "New River Train" excursions with NKP 2-8-4 765 from Huntington and Charleston over C&O through fall colors in New River Gorge to Hinton and return each day. For details send SSAE to: C.P. Huntington NRHS, P.O. Box 1252, Ashland, KY 41105.

JAMAICA, NEW YORK, October 11. Railfanning the Long Island Rail Road's Montauk Branch . . . Plus! Diesel excursion to aid restortion of LIRR G5 4-6-0 39. Contact: Steam Locomotive 39 Preservation Fund, P.O. Box 1013, Riverhead, NY 11911.

READING, PENNSYLVANIA, October 11-12. Fall Foliage Spectacular on the Blue Mountain & Reading Railroad with numerous special events. Open house at Reading Shop, 9am-5pm both days (adults $1, kids free), will feature 4-8-4 2102 undergoing overhaul plus diesel and equipment displays and historical exhibits. Equipment operating regular and special trains on BM&R between Temple and Hamburg will include PRR E8s, Reading GP30, RDC cars and BM&R 4-6-2 425. Sunday Brunch Special will have lunch counter RDC. Contact: Blue Mountain & Reading, P.O. Box 307, Shoemakersville, PA 19555; 215/562-4083.

ROCKHILL FURNACE, PENNSYLVANIA, October 11-12. East Broad Top Fall Spectacular using 2-8-2s 12, 15 and 17 plus gas electric and newly acquired midget diesels. Special consists and extra trains. Also full operation on Shade Gap Electric. Contact: East Broad Top Railroad, Rockhill Furnace, PA 17249; 814/447-3011.

LAFAYETTE, INDIANA, October 11-12. Annual Meeting of the Monon Railroad Historical-Technical Society at Holiday Inn, I-65 and State Road 43 North. Admission $5 for members and non-members. Field trips, sell/swap tables, displays, slides and movies. Contact: E.J. Lewnard, 410 S. Emerson St., Mt. Prospect, IL 60056; 312/255-9264.

FALCON, COLORADO, October 18. Excursion to Limon and return on the Cadillac & Lake City to commemorate the 20th Anniversary of the last *Rocky Mountain Rocket*. Ex-AT&SF CF7 and passenger consist will depart Falcon at 9am, returning 6pm. Fare $25. Contact: Passenger Agent NRHS, P.O. Box 824, Colorado Springs, CO 80901.

WHIPPANY, NEW JERSEY, October 25. "Railroad Festival '86" at Whippany Railway Museum, Route 10 and Whippany Road, 11am-4pm. On hand will be M&E Alco diesels and rolling stock. NJ Transit will present "Operation Lifesaver" program and have free gifts for the kids. For information send large SSAE to: Whippany Railwa Museum, P.O. Box 16, Whippany, NJ 07981.

TORONTO, ONTARIO, November 1. Toronto Transportation Society's Fourth Annual Slide Sale & Swap at Lakeshore Community Centre, 2445 Lakeshore Blvd., West, Mimico, Ontatio, 1-5pm. Admission $1, tables free (first come basis). Contact: Toronto Transporation Society, P.O. Box 5187, Station "A," Toronto, Ont. M5W 1N5.

ESSEX, CONNECTICUT, November 1. Railfan Day on the Valley Railroad sponsored by Connecticut Valley Railroad Museum featuring special photo runs with steam and diesel power on passenger, freight and mixed consists plus freight-only trackage, flea market and night photo session by Rails After Dark. All-day tickets $16, kids under 12 $8. Parlor and private observation cars at extra fare. Dealer tables available. Contact: CVRM Railfan Day, P.O. Box 97, Essex, CT 06426.

CONCORD, MASSACHUSETTS, November 1. "Mileage Collectors Special" excursion from Concord to Lincoln, N.H., using Winnepasaukee Railroad equipment. The first time in over ten years an excursion has run the entire 72-mile route. Multiple photo stops and runbys. Contact: Massachusetts Bay RRE, Box 136, Ward Hill, MA 01830.

VIDEO
STEAM IN ACTION

Color • 15 Railroads • Half Hour

- Busy PRR ENGINE TERMINAL AT ALTOONA, PA.
- N&W MALLETS ON BLUE RIDGE, VA GRADE
- NKP 2-8-4's DOUBLE-HEADED AT 60 MPH

Send for Illustrated Brochure **$49.95 p.p.**

Crestline Studios
15 KENSINGTON DRIVE
Hopewell Jct., N.Y. 12533

BRILLIANT
COLOR SLIDES
take you trackside in the 1950s and 1960s for a fantastic variety of diesel power, streamliners and big steam. Add variety and originality to your own collection. Send $2.00 for catalog and 2 samples.
KRONE & CO.
P.O. Box 323 Tucker, Georgia 30085

2101
T-1

ALL COLOR AND SOUND VHS or BETA

Shot with thru-the-camera sound using Bell & Howell equipment capable of over 15,000 Hz with astounding pickup, with many scenes paced from above the roof of a full-size van, now transferred to video with enhanced color and correct frame/video synchronization. Complete shot list included with each tape.

2101: PITTSBURGH [1978]
Follow the Chessie Steam Special on B&O's West Slope from Pittsburgh to Rockwood; from Cleveland to Pittsburgh; and alongside a dynamite trip to New Martinsville. Paced scenes include Sutersville, Brecksville, Streets Run and Wheeling. **60 Min. $54.95**

2101: SAND PATCH, 17- MILE AND ALLEGHANY [1978]
Includes 17-Mile Grade pacing from Swanton to Altimont and west to Parkersburg; an assault on Sand Patch's east and west slopes, with WM F7's downgrade to Cumberland; plus Alleghany grade out of Clifton Forge, New River Gorge from Hawk's Nest, and a meet with both Alleghany Central ex-CP G5's at Covington. **48 Min. $49.95**

Pacing Images
R. BRUCE MANWILLER
125 Summers Drive
Beaver Falls, PA 15010

PA residents add 6% sales tax.

ADDS BEAUTY TO ANY OFFICE, DEN, OR HOBBY ROOM!

MONUMENT HILL 1955 "The Eagle Soars"
Supply is limited to 750 numbered, signed prints 16X24" Image--$28.00 postpaid

"Colorado Eagle"

Full Color lithograph from Original Painting by artist: E. Krabbenhoft
Printed on Fine Quality 65lb. Paper
SEND FOR FREE DETAILS
SATISFACTION GUARANTEED

SHERMAN HILL 1957 "The Future Passes" by Larry Fisher 24 x 36"—$30.00 postpaid

UP City of L.A. & Big Boy #4022

Full Color lithograph from Original Painting

Send Check or M.O. to **TRACKSIDE**
P.O. Box 898, Dept. RF, New Braunfels, TX 78130

RAILROADIANA MEETS

WHISTLE STOP TRAIN SHOW & SALE will be held at the following locations and dates. Friday and Saturday 10am-9pm, Sunday noon-5pm, free parking and admission unless otherwise specified. Contact: Railway Employees Activities Association, P.O. Box 16489, Rocky River, OH 44116; or call James Madden 216/476-0456.

Buffalo (West Seneca), New York, October 3-5, at Seneca Mall, Thruway Exit 55.

Cleveland (Westlake), Ohio, October 4, at Westlake High School, 27830 Hilliard Boulevard, Westlake, 10am-5pm. Admission $1.75, kids under 12 50¢, family $3.50.

Monaca, Pennsylvania, Oct. 10-12, Beaver Valley Mall.

Toledo, Ohio, October 24-26, at Woodville Mall, 3725 Williston Road.

Columbus, Ohio, Oct. 31, November 1-2, Westland Mall.

Buffalo (Cheektowaga), New York, November 7-9, at Thruway Mall, Harlem Road and Walden Avenue.

Cleveland (Beachwood), Ohio, November 16, at Sheraton Inn Beachwood, 26300 Chagrin Boulevard, 10am-5pm. Admission $1.75, kids under 12 50¢, family $3.50.

Cleveland (Independence), Ohio, December 7, Fifth Annual Christmas Show at Holiday Inn Independence, 6001 Rockside Road, 10am-6pm. Admission $1.75, kids under 12 50¢, family $3.50.

THE GREAT AMERICAN TRAIN SHOW will be held at the following locations and dates. Shows feature operating train layouts, club displays, national and local sellers, railroadiana, videos and more. Hours are noon-6pm. Adults $4, kids under 12 free with adult. For full information contact: GATS Ltd., P.O. Box 1745, Lombard, IL 60148; 312/834-0652.

Columbus, Ohio, October 18-19, at the Franklin County Vterans Memorial, 300 W. Broad Street.

Grand Rapids, Michigan, November 1-2, at the Grand Center, 245 Monroe N.W.

St. Paul, Minnesota, November 8-9, at the St. Paul Civic Center, I.A. O'Shaughnessy Plaza.

Indianapolis, Indiana, November 22-23, at the Indiana Convention Center, 100 S. Capital.

Cincinnati, Ohio, December 6-7, at the Cincinnati Convention Center, 525 Elm Street.

LITTLETON, NEW HAMPSHIRE, October 25. 7th Annual Fall Model Railroad Show hosted by Ammonoosuc Valley Railway Assn. at the Continental 93 Motor Inn, I-93 Exit 42. 10am-4pm. Dealers, displays, modular layouts, slides, door prizes. Donation $1, under 12 free. Contact: Roger Robar, 17 Pine Street, Lisbon, NH 03585; 603/838-2807.

BRIDGEWATER, MASSACHUSETTS, October 26. A&D Train Meet at new location, Meredith G. Williams Middle School, 8:30am-2:30pm. Toy trains, railroadiana, operating displays, auction. Adults $2.50, kids 5-12 $1. Contact: Adolph Arnold or Tome Drake, 49 Plymouth St., Middleboro, MA 02346; 617/947-5303.

MOORHEAD, MINNESOTA, October 26. Spud Valley Model Railroad Club's 8th Annual Railroad, Model Railroad & Toy Flea Market & Show at the National Guard Armory, 222 South Fifth Street. Tables $10, admission $1, fasmilies $2. Contact: Railroad Flea Market, P.O. Box 374, Moorhead, MN 56560.

DEARBORN, MICHIGAN, October 26. "Trainorama '86" hosted by the Redford Model Railroad Club at Dearborn Civic Center, 15801 Michigan Ave. at Greenfield, 10am-4pm. Buy, sell and swap railroadiana and model equipment. Railfan films and operating layouts. Admission $1.50, kids under 12 free with adult. Contact: Frank E. Gendernalik, P.O. Box 1174, Dearborn, MI 48121; 313/937-0361 (evenings).

ATLANTA, GEORGIA, October 26. Atlanta-Southeast Antique Toy, Doll, Train & Collectables Show at Marriott Hotel Gwinnett Place on I-85 North & Pleasant Hill Road (approx. 5 miles north of I-285). 10am-4pm, adults $2.50, kids $1. Contact: Continental International Shows, 3329 White Castle Way, Decatur, GA 30034; 404/987-2773.

OKLAHOMA CITY, OKLAHOMA, November 1-2. OKC Train Show sponsored by Central Oklahoma Chapter NRHS at Oklahoma State Fairgrounds, Northwest 10th and May Ave., Sat. 9am-6pm, Sun. 11am-5pm. Adults $3, kids under 12 free. Dealer booths and swap tables available. Contact: Ed

JMC's got the Largest Selection of Railroad Books, Videos and Gifts in the U.S.A.

You can get our catalog for only $1.00

JMC's Source Book #5 lists over 500 books from dozens of publishers. It has 64 pages crammed with railroad books of all kinds – picture books and fact books, with a number of specialized subjects. Our catalog's video section now lists 230 tapes, most available in both VHS and Beta formats. We also offer railroad stories on audio cassettes. Our gift section has a big selection of clothing, patches, mugs, plaques, thermometers, clocks and other items.

Send in the coupon below with one dollar (U.S.) and we'll respond by sending you a catalog. However, please be aware that the prices in the catalog and product availability are subject to change without notice.

Please send a Source Book No. 5 for my dollar.

Name _____

Address _____

City _____ State _____ Zip _____

_____ Please send me the name of my closest stocking dealer.

JMC International, Dept. E1
1025 Industrial Drive, Bensenville, IL 60106 (312) 595-0210

DON'T BE LEFT OUT IN THE COLD!

For 8 years, Westrail has set a new standard of excellence for Railroad Calendars. With our rich duotone printing, state-of-the-art graphic design and the photographic work of the West's most talented rail photographers, this calendar has long been a favorite of many. This year's coverage of the West expands to include subjects like the *Quad Cities Rocket* among several Midwestern themes. Of course each page is graced with one of Ted Benson's marvelous essays.

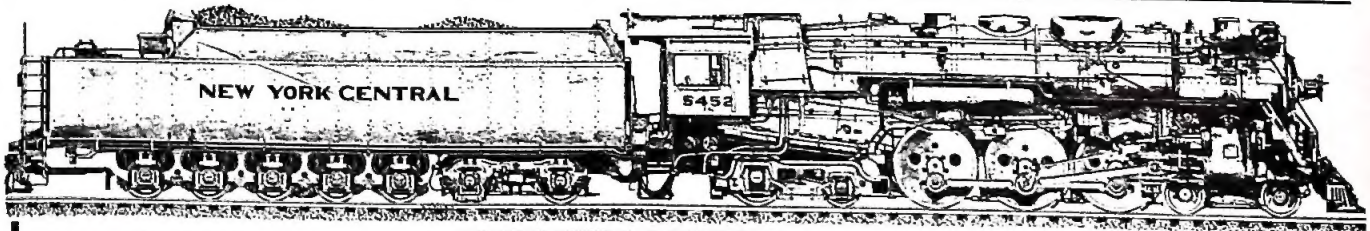
Opens to 14" x 22".

Mel Patrick

Get the hottest 1987 RAILROAD CALENDAR available!

$8.95
Postpaid in U.S.A.
Other countries please pay in U.S. funds and add $2.00 shipping.
California residents add State and local Sales Tax.

WESTRAIL PUBLICATIONS
P.O. BOX 300, GLENDORA, CA 91740



ALSO AVAILABLE

- Union Pacific "Big Boy" 4004
- Baltimore and Ohio EM-1 7629
- Chesapeake and Ohio H-8 1601
- Norfolk and Western J 611
- Nickel Plate Berkshire 765
- Chessie Systems Greenbrier #614
- Pere Marquette Berkshire #1223
- Pere Marquette Berkshire #1225
- Alaska Railroad #152
- Huckleberry Railroad #2

NEW YORK CENTRAL J3a HUDSON 4-6-4
Built by American Locomotive Co., 1938 Scale: ¼" = 1'-0"

Engine Weight	360,000 lbs.	Boiler Pressure	275 lbs. per sq. in.
Water	17,500 gals.	Driving Wheel Diameter	79 in.
Coal	43 tons	Cost New	$139,000.00
Tractive Effort (with a booster)	53,900	Horsepower	4,725 @ 75 m.p.h.

The J3a is called the Super Hudson because of so many improvements over its predecessor, the J1. This locomotive, the 5452, is the last Hudson to run in service. It is shown with an early model PT-1 tender. All Hudsons eventually had PT tenders to eliminate coal stops between New York and Chicago. The locomotive is also shown as it was last running and not as it was built, which shows added detail and relocation of some parts. This engine was one of 10 that was streamlined when built. The streamline shroud was later removed.

The Superb Artistry of William D. Berkompas is now available in eleven magnificently detailed lithographic prints. 11" x 34" in 1/4 scale.
Priced at $7.95 ea.
Framed Prints - $45 plus $3.00 Shipping

See your dealer first - if not available send $8.95 to:
Mid-Michigan Hobby Supply
P.O. Box 1851 E. Lansing, MI 48823
(517) 485-2633

This announcement is neither an offer to sell nor a solicitation of an offer to buy any of these securities. The offer is made only by the Prospectus.

NEW ISSUE — SEPTEMBER 1, 1986

7,300,000 SHARES

PIONEER RAILROAD COMPANY, INC.

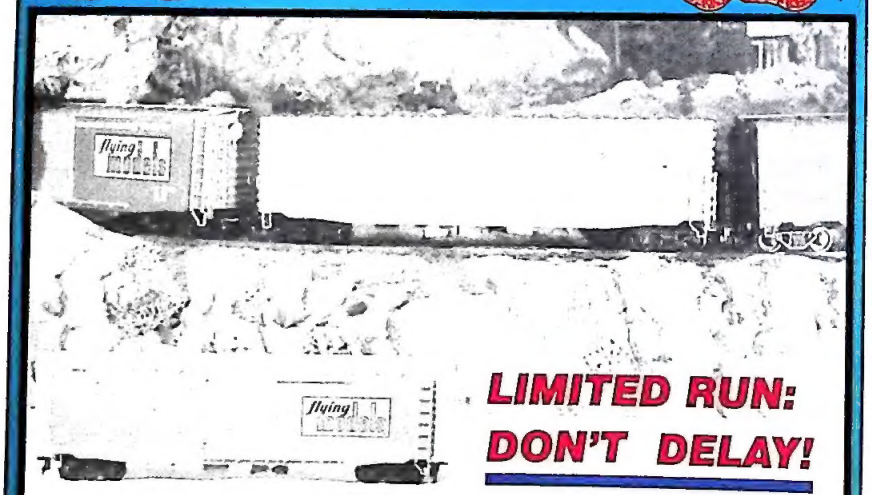
COMMON STOCK —— PRICE $1.00 PER SHARE

The Company will engage in the acquisition, development and operation of Shortline and Regional Railroads in North America.

Copies of the Prospectus may be obtained in any State from only such of the undersigned as may legally offer these Securities in compliance with the securities laws of such State.

PIONEER RAILROAD COMPANY, INC.
1016 First National Bank Building, Peoria, Illinois 61602 309/698-3230

Trainload of Special HO Cars



LIMITED RUN: DON'T DELAY!

Here's a trainload of three bright red HO PS-1 50 ft. boxcars lettered for each of our hobby magazines: Railroad Model Craftsman, Railfan & Railroad, and Flying Models. The kits feature detailed one piece molded bodies. Add full or half ladders and the optional roofwalk. Each kit comes with Youngstown and Superior doors. Brake details are added separately for finer detail. Kits come with roller bearing trucks and are equipped with universal coupler pockets. **US $7.95 per kit. Foreign add $2 for first kit, $1 each additional kit. For UPS shipment in USA add $2.00 for first kit, $1.00 each additional kit.**

CARSTENS PUBLICATIONS, INC. Dept. 4504
P. O. Box 700
Newton, NJ 07860

☐ **Payment enclosed. Charge my** ☐ **MasterCard** ☐ **Visa Card. Expiration Date: ____**

_____ **0709 Railroad Model Craftsman car kits** .....**Total Amt.:**.....
_____ **0710 Railfan & Railroad car kits** .....**Total Amt.:**.....
_____ **0711 Flying Models car kits** .....**Total Amt.:**.....
NJ state sales tax .....**Total Amt.:**.....
Foreign postage or UPS shipment in USA.....**Total Amt.:**.....
Grand Total.....

NAME.....

STREET.....**CITY**.....

STATE .....**ZIP** .....

NJ residents include state sales tax. Please print or type legibly

Birch, Jr., 1313 W. Britton, Oklahoma City, OK 73114; 405/842-4846.

TOLEDO, OHIO, November 2. Waterfront Electric Railway's 8th Annual Railway Flea Market & Displays, 11am-4pm, at Lucas County Recreation Center Fairgrounds, Key Street in Maumee. Tables $8 ($9 after Oct. 15), adults $1.50, family $3. Refreshments available. For information send SSAE to: Willard B. Edson, 1008 Eton Road, Toledo, OH 43615; 419/536-0643.

TORRINGTON, CONNECTICUT, November 2. Torrington High School Band Train Show at Torrington High School, Major Besse Drive, 10am-4pm. Adults $2, family max $5, kids under 10 free. Contact: Phil Lent, 123 McGuines St., Torrington, CT 06790; 203/489-8961.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations and dates. Dealer information: Sharon Armacost, 301/876-8640; sales tables $40. Admission $4, under 12 free with adult. Hours 11am-5pm. General information: Greenberg Publishing Co., Sykesville, MD 21784; 301/795-7447.

Wilmington, Massachusetts, November 8-9, Shriner's Auditorium.

Pittsburgh, Pennsylvania, November 15-16, Pittsburgh Expo Mart.

Norfolk, Virginia, November 22-23, Norfolk Scope Convention Center.

Hauppauge, Long Island, New York, November 29-30, Colonie Hill.

UNION, NEW JERSEY, November 16. "Fall Sell & Swap '86" hosted by Tri-State Chapter NRHS at Boys & Girls Club, 1050 Jeanette Ave., just off Morris Ave., one mile west of GSP and Route 22. 10am-3pm. Everything for the railfan and modeler: dealers, railroadiana, movies, slides and auction. Adults $2, kids and seniors $1; tables $16. For details send SSAE to: Tri-State Railway Historical Society, P.O. Box 2243, Clifton, NJ 07015; 201/488-5429.

PORT JERVIS, NEW YORK, November 22-23. Erie Depot Train Show sponsored by Depot Preservation Society with proceeds used for restoration of the Erie Depot. Dealers, railroadiana, operating model railroads, exhibits, films, door prises and refreshments. St. Mary's Church Hall, 26 Ball Street; 10am-4pm Sat. and noon-5pm Sun. Adults $2, kids $1, under 5 free. Tables $20 for both days. Contact: Depot Preservation Society, P.O. Box 1004, Port Jervis, NY 12771; Peggy Washbon 914/856-8684.

FORT WAYNE, INDIANA, November 22. Train & Collectible Toy Flea Market at The Lantern, 4420 Ardmore, 11am-4pm. 100+ tables, 8-foot tables $8 in advance. Contact: Royce Hutchinson, 7112 Baer Road, Ft. Wayne, IN 46809; 219/747-4485.

RANDOLPH, MASSICHUSETTS, November 23. "Rail-A-Rama South" at Lantana's near intersection of I-93/128 and Route 28. 10am-4pm. Free parking or take bus from Ashmont MBTA Station. Over 100 dealer/display tables plus railroadiana exhibits and movies. Adults $2, children $1. Contact: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; 24-hour phone 617/361-4445.

WEST YORK, PENNSYLVANIA, November 23, 30, December 7, 14 and 21. West York Society of Model Engineers Open House and Show at Club Headquarters, 231 N. Sumner Street. 1-5pm, free admission. Contact: Mike Nease, 51L W. Clearview Dr., Shrewsbury, PA 17361; 717/235-7634.

614 SEVENTEEN MILE GRADE

On September 12, 1981, Chessie's Safety Express departed Cumberland, Md. with 12 cars for Terra Alta, W.V. via the B&O RR's St. Louis Gateway Route over Seventeen Mile Grade through the Allegheney Mtns. Listen as engine 614 flawlessly climbs the 2.5% grade from Piedmont to Altmont, Md. for over 1 hour 8 minutes at an average 13 mph speed to the 2628 foot summit, plus other selections from the trip. #614-1R/L-90 cassette only . .$11.95

EMERGENCY STOP

Have you ever heard a steam engine drop an eccentric rod under load? How about a double headed steam trip when one engine fails? Listen to this and other exciting sounds on our recording with engines 2102 & 4070 departing Altoona, Penn. on May 15, 1977 as they storm westbound via Conrails Horseshoe Curve. #2102R/4070L-60 . .cassette only . .$7.95

NEXT STATION - OBLIVION

Listen as Black Hills Central RR #104, a 2-6-2T, struggles on a 4% grade with 4 cars. #104R/L-60 cassette only $6.95

LIFE AFTER RETIREMENT

Northwestern Steel and Wire #12 at work in the Sterling, Ill. steel mill. #12R/L-30. . .cassette only.....$5.95

Ohio Residents Add 6 1/2% Sales Tax

ADVENTURES IN SOUND
P.O. Box 5904 Forest Park Station
Dayton, Ohio 45405-0904

HUNTINGTON, WEST VIRGINIA, November 28-30. 29th Annual Show of NMRA Division 9 Appalachian Model Railroad Society at the Marshall University Student Center, Elm Street at 5th Avenue, Fri. 6-10pm, Sat 10am-10pm, Sun. noon-5pm. Contact: Craig A Coster, Chairman, 606 S. Terrace, Huntington, WV 25705; 304/523-1169

STRONGSVILLE, OHIO, November 29 Cleveland-Midwest Antique Toy, Doll, Train & Collectables Show at Holiday Inn-Strongsville, I-71 and Ohio Route 82, 2 miles north of Ohio Turnpike Exit 10. 10am-4pm, adults $2, kids $1 Contact: Continental International Shows, 3329 White Castle Way, Decatur, GA 30034; 404/987-2773.

DAYTON, OHIO, November 29-30 NMRA Division 3 MCR Railroad Flea Market & Model Railroad Show at Montgomery County Fairgrounds Sat. 10am-5pm, Sun. noon-5pm. Adults $1.50, family $4, tables $15. Contact: Larry Zeller, 4646 W. U.S. Rte.36, Piqua, OH 45356; 513/773-7186.

FORT MEYERS, FLORIDA, November 29-30 Scale Rails of Southwest Florida 9th Annual Winter Railroad Exhibition & Model Railroad Show at Ft. Meyers Masonic Temple, Fowler and Thompson Streets, Sat. 10am-9pm and Sun. 10am-5pm. Operating displays from Z gauge to live steam plus railroadiana, slides and movies. Refreshments available. Admission free, donation appreciated. Contact: Bill Odell, 5322 Cobalt Ct., Cape Coral, FL 33904; 813/542-1929.

PHOENIX, ARIZONA, November 29. Desert Divison of Train Collectors Association annual "Turkey Meet" at Pointe Tapatio Resort. The largest tinplate swap meet in the desert southwest. Open to all, open at 9am. Admission $5 per individual or family. Contact: Peter Alonna, Rt.1 Box 494T, Laveen, AZ 85339; 602/268-9236.

INDIANAPOLIS, INDIANA, December 6. Model Railroad & Toy Train Swap Meet & Sale at St. Joseph Church, 1375 S. Mickley Ave., 11am-4pm. Adults $1, family $2, tables $6. Contact: Rudy Stanko, 8601 Stonewall Dr., Indianapolis, IN 46231; 317/243-7249.

ALBANY, NEW YORK, December 7. Mohawk & Hudson Chapter NRHS and Upstate Train Association co-sponsor the "Great Train Extravaganza '86" at the Empire State Plaza Convention Center, just off I-787 two miles from Thruway Exit 23. 10am-4pm. Exhibits and sales of railroadiana and toy and model trains. Operating layouts. Adults: $2.50, kids 6-12 $1, family maximum $7. Also other railroad events that weekend. For more information send SSAE to: Great Train Extravaganza, Box 385, Delmar, NY 12054.

Railroadiana

What's new?

If past performance is any indication, the new *B&O Steam Finale, Volume 1*, from the Potomac Chapter NRHS should be one of the finest full color books ever done. Their *Western Maryland Steam Album*, now in scarce supply, was nothing short of magnificent, and to quote the authors, "If you think Bill Price's Western Maryland stuff was great, wait until you see what he got on the B&O!" With 130 photos by William P. Price of the B&O around Cumberland, Maryland, between 1946 and 1957, the book covers steam and early diesel. It was edited by Deane Mellander and Bob Kaplan, both of whom know the B&O very well and should be excellent judges of the subject matter. The book sells for $32,50 plus $2.50 postage and handling (Md. res. add 5% tax) from Potomac Chapter NRHS, Box 235RW, Kensington, MD 20895. It is scheduled for delivery in October 1986.

We are delighted to see that Ed Lewis has produced a third edition of his extremely useful *American Shortline Railway Guide*. While Ed published the 1975 and 1978 editions himself, this new one has been published by Kalmbach, and they've done their usual excellent job. Adopting the 8½"×5½" softcover format used in Kalmbach's recent guides and roster books, this new *Shortline Guide* packs a lot of data into 240 pages. The railroads are listed alphabetically for easy reference, but an index in the back of the book lists the railroads by state. Though not every railroad entry includes a photo (404 railroads, 124 photos), they do include a description and brief history of each line, radio frequencies, address and phone number, location of enginehouse and locomotive roster. There is also a listing of short lines merged or abandoned since 1970. This is an excellent book for the active railfan, since as the bigger roads merge and become fewer and fewer, the short lines will become an ever more important part of railfanning. The book sells for $12.95 plus $1 postage and handling ($1.50 outside U.S.A.) from Kalmbach Books, 1027 N. 7th Street, Milwaukee, WI 53233.

A Production of VideoPeriodicals ™

EYE ON TRAINS

RAILFANS! One-hour Video Magazine: historic film - model products reviewed - collections - prototype trainwatching U.S. & abroad - new technology & design - shortline operations today - steam action - Special Features for RAIL FANS!

EYE ON TRAINS is a new program series by VideoPeriodicals covering current railroad events while they're happening. Accurate commentary and detail for the serious fan . . . and entertaining, too. Not a rehash of old RR stockshots but brand new presentations of a wide range of train topics.

CHECK US OUT!
RAILFAN & RAILROAD says: "Here's a new approach to the sport of railfanning. Camera & editing work . . . decent to superb . . . quite pleasant . . . varied subject matter & chatty narration"
RAILCLASSICS review: "Very good photography . . . professionally narrated"

EYE ON TRAINS a great gift! 3 volumes ready to go.
1st cassette ordered $49.95/ each additional cassette $39.95.
For order info & program topics contact *VideoPeriodicals*,
261 Hartford Ave. Wethersfield CT 06109, 203-721-1778

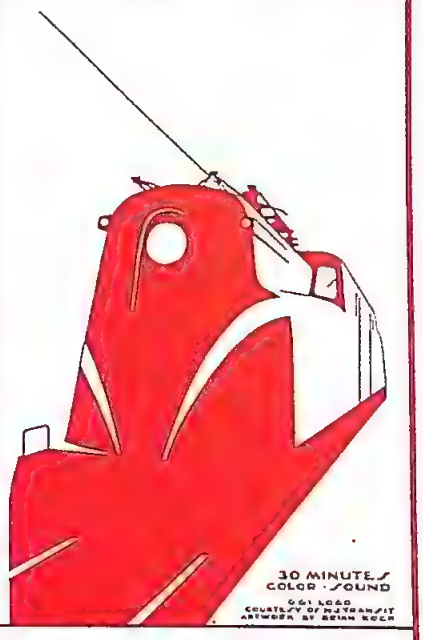
BROOKLYN TROLLEYS
By
J.C. GRELLER & E.B. WATSON
150 Pages—Over 225 Photos—Many in Color
History of the System Covering All Car Types & Car Barns — Maps & Rosters
$19.95
N.J. INTERNATIONAL, INC.
77 W. NICHOLAI ST., HICKSVILLE, N.Y. 11801

RAILWAY CHRISTMAS CARDS
B&W & FULL COLOR
FROM $2/dz delivered
FREE SAMPLE
BUCKLES 'N STUFF TOO
Canadian orders at par
PREDDY'S CARDS, P.O. BOX 572
POINT ROBERTS, WA 98281-0572

AVANTI PRODUCTIONS PRESENTS

G · G · 1

AN AMERICAN CLASSIC



30 MINUTES COLOR · SOUND

A FABULOUS FIRST CLASS FILM JOURNEY WITH THE LEGENDARY GG1
DEFINITIVE . . . A FILM CLASSIC ABOUT AN AMERICAN CLASSIC

·EQUIPMENT·
RESTORED GG1 4877 RESTORED CLUB CAR
AND ELEVEN RECLINING SEAT COACHES

·EXTRA SERVICE·
ORIGINAL SONG "OLD BIG RED"
WRITTEN EXPRESSLY FOR THIS FILM

·POINTS OF INTEREST·
GG1 RESTORATION
THE COAST LINE
GG1 ENGINEER
SOUTH AMBOY
STEAM LEGACY
FAMOUS EVENTS
DESIGN & ENGINEERING
FAMOUS TRAINS
WILMINGTON SHOPS
THE LAST RUN
·AND INTERMEDIATE POINTS·

ACCOMMODATIONS AND FARES·
VIDEOTAPE BETA & VHS $49.95
SUPER 8 SOUND Special Order on request
SIXTEEN MILLIMETER SOUND $425.00

SEND CHECK OR M.O IN U.S. FUNDS TO.

AVANTI PRODUCTIONS
P.O. BOX 101
CALDWELL, N.J. 07006

SHIPPED PRE-PAID IN CONTINENTAL U.S.
ADD APPROPRIATE AMOUNT FOR DELIVERY OUTSIDE U.S.A.
N.J. RESIDENTS ADD 6% SALES TAX

Wilkes-Barre and Eastern Railroad

All Books Soft Cover

Frederick's Story of the Wilkes-Barre and Eastern Railroad 108 pages $17.50
The Next Station Will Be ... NY and LB depot photo album 52 pages $14.00
The Next Station Will Be ... Vol. VIII Erie —(Susquehanna and Allegheny Divisions) depot photo album 52 pages $10.00
The Next Station Will Be ... Vol. VII Erie —(Port Jervis, Susquehanna, Scranton) depot photo album 60 pages a few left) $8.50
The Blue Comet ... Full color from original photo taken near Hazlet, NJ 12½" x 38" Suitable for framing. Vouched for on separate paper with signature of trainman $24.95
Lucas' History of the Susquehanna(second edition) 196 pages $15.00
Heilich's The History of the Blairstown Railway 96 pages $12.00
Locomotives of the Jersey Central 1 - 999 by Warren Crater 106 pages $7.50
New York and Long Branch Signal Rule Book $2.50
Train Sheet Extra #2, Ed Lohr's Engineers (reprint) $1.00
Train Sheet Extra #3, The Wooton Firebox Reverie $1.00
Train Sheet Spring 1978, Those Compound Locomotives $1.00
1987 Railroadian Calendar (all steam) $3.75

RAILROADIANS OF AMERICA
18 Okner Parkway Dept. F
Livingston, NJ 07039

When ordered with any book, the price of the Signal volume is $2.00 each 1987 Calendar is $2.75 each Similarly, Train Sheets may be had at $.80 each. Check or money order (U.S. Funds) drawn to Railroadians for $_____ in full payment is enclosed
ALL PRICES INCLUDE POSTAGE. NJ RESIDENTS PLEASE ADD 6% SALES TAX.

BANGOR and AROOSTOOK
The Maine Railroad

by Jerry Angier & Herb Cleaves

Born of the necessity to link Aroostook County agriculture and commerce to outside markets, the Bangor & Aroostook Railroad became the vehicle through which northern Maine's bountiful wilderness resources were developed into our nation's foremost supplier of wood, paper and related forest products as well as a land of unparalleled recreational opportunity. The 95-year history of the B&A is one of persistence and constancy in the face of adversity punctuated by periods of calm, growth and prosperity. In a very real way, it is a story of Aroostook County and its people.

No other publication presents the complete story of northern Maine's own railroad as does BANGOR and AROOSTOOK: *The Maine Railroad*. The 270+ pages of text and over 300 photos (33 in full color) between full color covers provide excellent coverage of the railroad and its equipment. They are supplemented by maps, timetables, tickets and promotional documents plus detailed rosters and traffic data. This book will be an invaluable resource to railfans, modellers and rail historians interested in learning about and/or modelling New England railroads.

FEATURES

- Full color covers
- Foreword by former Maine Senator Edmund S. Muskie
- Limited signed and numbered hardbound edition of 600 copies available on a first-come, first-served basis
- Printed on high quality coated paper
- Comprehensive all-time locomotive and bus rosters
- 1929 listing of all stations and agents

PRICES (Postpaid):

Pre-Publication (Until 11/1/1986): Limited Edition – $34.95; Softbound Edition – $25.95

Regular Prices (AFTER 11/1/1986): Limited Edition – $39.95; Softbound Edition – $28.95

RESERVE YOURS NOW!

AVAILABLE IN DECEMBER, 1986

QUANTITY LIMITED!

ORDER FROM:

FLYING YANKEE ENTERPRISES
P.O. Box 595
Littleton, MA 01460

Rick Gladulich has put a lot of time and effort into his new book on the Pennsylvania Reading Seashore Lines, which has just been announced by Interurban Press/Trans-Anglo Books. *By Rail to the Boardwalk* is well timed, as Amtrak is presently hard at work upgrading the former-PRSL for its "Gamblers' Express" service between Philadelphia and Atlantic City. The 336-page hardcover will explore the various routes, competition and finally cooperation between the Reading and Pennsy, with lots of high-wheeled steamers, Baldwin diesels, RDCs and probably the ugliest GP38s in captivity. It sells for $47.95 plus $1.50 shipping (Cal. res. add 6% tax) from Interurban Press, P.O. Box 6444, Glendale, CA 91205.

There is a videotape from Sony Video that should be of interest to railfans: "Johnny Cash Ridin' The Rails, The Great American Train Story" is a "musical documentary" of rail lore, history and music that includes segments with Southern's 2-8-2 4501 and *Best Friend of Charleston* along with the B&O's *Tom Thumb* recreating the famous horse race. There are also segments on the Wreck of Old 97, Casey Jones and John Henry. This 52-minute tape, in either VHS or Beta, sells for $29.95 from your local video store, or they can order it through their distributor.

Calendar Call

Railroad calendars seem to be one of the most enduring traditions of our hobby, and the quality of the offerings just keeps getting better and better. Modern laser scanners have helped bring up the quality while reducing the cost of full color work, and calendars have been among the first to benefit. Let's start off with some of the new all-color 1987 calendars.

Absolutely top quality color selection and reproduction characterize "America's Exciting Trains, 1987" from Bo-Tree Productions, 1137 San Antonio Road, Suite E, Palo Alto, CA 94303. This oversize 12"×24" folded-out format wall calendar features one large photo and one or two smaller accent photos on each spread along with a large appointment-style date block in an attractive layout. Edited by John Roskoski, the subjects include Dale Sanders' Sylvania "Big Shot" night photo of the UP in Feather River Canyon, the *Rio Grande Zephyr*, ACE/Chessie 614T, ConnDOT's New Haven FL9s, SP's Tucson engine shop at night, AT&SF action by Steinheimer, Glenn Monhart's purple ACL E3 at night, NRHS Hawk Mountain Chapter's restored CNJ RS3 at night, Reading 4-8-4 2102 on Conrail in 1985, a GB&W RS2 at

WE DELIVER...Every Month.

☐ $25/1 year ☐ $47/two years ☐ $67.50 /3 years
(Outside U.S. add $4 per year)

. . . Pacific RailNews delivers the entire West with railroad features by top authors, up-to-date news, spectacular color photography, traction and more! Discover why we're the fastest-growing rail magazine in the nation. We deliver . . . on the advertised!

All aboard for PACIFIC RailNEWS. Major credit cards welcome.

$2.50 ON NEWSSTANDS

Name _____
Street _____
City _____
State _____ Zip _____
☐ Check enclosed
☐ Charge to ☐ MasterCard ☐ Visa
Exp. Date _____
Card Number _____
Signature _____

PACIFIC RailNEWS • PO Box 6128 • Glendale CA 91205

night, fresh blue Conrail C30-7A's and NKP 2-8-4 759. The price is $8.95 plus $2 postage from the address above.

Another beautiful oversize full color calendar is "Red Cars, Yellow Cars" from the Orange Empire Railway Museum, P.O. Box 548, Perris, CA 92370. The 12"×24" folded-out wall calendar features color action views of the Pacific Electric (Red Cars) and Los Angeles Railway (Yellow Cars) interurbans. The months alternate between red and yellow borders featuring the respective railroads. The reproduction is excellent, and the views are all superbly composed and exposed—they'll make a trolley fan out of anybody! It sells for $6.95 plus $1 postage.

The Potomac Chapter NRHS is continuing its tradition of excellent full color calendars with its 1987 offering. In the "standard" 11"×17" folded-out wall format, this calendar features excellent reproduction and contest-winning photos of NKP 2-8-4 765; SEPTA/Reading "Blueliner" m.u.s; WP and D&RGW Fs swapping the CZ at night in Salt Lake City; an ACL purple E3 in 1954; sunset over an Eastern Shore carfloat; N&W 4-8-4 611; Milwaukee Road Little Joe electrics; Milwaukee, GN, NP and RI units at St. Paul Union Depot; a Santa Fe SD40F in Abo Canyon; a Pittsburgh PAT F-unit; RF&P GP40-2s; NP 4-8-4 2626 and Conrail SD40-2s on Horseshoe Curve. The price is $6 postpaid from Potomac Chapter NRHS, P.O. Box 235-C, Kensington, MD 20895.

Audio-Visual Designs, P.O. Box 24, Earlton, NY 12058-0024, has a triple header in the form of three all-color 11"×17" folded-out wall calendars featuring extremely good color reproduction on very heavy glossy stock. The "1987 Railroad Appointment Calendar" includes Conrail GP40-2s along the Hudson, L&N steam at Corbin in 1952, a diesel-spotters delight of AT&SF's engine terminal at Argentine, Reading 4-8-4 2102 at night in 1985, BN SDs with a fuel tender in Montana, D&RGW 2-8-2 499 at Alamosa in 1962, a PRR U30C, a UP "little" Challenger, Milwaukee Road boxcabs, BAR Geeps in new colors, a BC&G 2-8-0 and an A-B-B-B-A set of SR Fs on a wooden trestle. The "New York Central 1987 Appointment Calendar" features vintage NYC scenes including a 4-8-4, F7/Erie-Built set, H7e 2-8-2, a P-motor, an 0-8-0, A-B-A F7s, a 4-6-2, an *Empire Service* gray E8, a commuter 4-6-0, an FA on a mish-mash set of black diesels, a Hudson at speed and F-units at Kingston. The "1987 Passenger Train Calendar" starts out with Rio Grande Fs on the *Yampa Valley Mail*, 4-8-4

MILEPOST 1

BOOK & GIFT SHOP

— of the —

CALIFORNIA STATE RAILROAD MUSEUM

Over 1000 Titles Always In Stock!

CALL US FIRST!

Milepost 1 and the State Railroad Museum are open 7 days a week 10 AM - 5 PM

PHONE ORDERS (916) 447-9665 VISA/MC

115 "I" STREET · OLD SACRAMENTO, CA 95814

SEND $1.00 FOR CURRENT CATALOG

Looking for older diesels of your favorite Railroad?

I have good quality 35mm Duplicate Slides of diesels, old & new, steam or Trolleys. Lots of short lines and industrials. Send $2 for lists & 2 sample slides to:

Charly's Slides 160 Clarks Pike, Creighton, PA 15030

1987 COLOR WALL CALENDARS

Our three All Color Appointment Calendars return for 1987. All three 1987 All Color Appointment Calendars open flat to 11 x 17 with a plastic binding and have room for memos. All calendars have 8½ x 11 photos in color with captions. All photos are different and new from previous years.

PASSENGER TRAIN CALENDAR

Return to the days of the great (and not so great) passenger trains. Pre-Amtrak diesel powered passenger trains include Erie, PRR, Rio Grande, Southern, Jersey Central as well as steam powered B&M, SP and B&O. $6.50

NEW YORK CENTRAL CALENDAR

From the cameras of New York Central fans comes thirteen more views of the "Water Level Route". Included for 1987 are a Niagara, Mike, Pacific steam, F7's, E's, FA and a P-motor in action and portrait. $6.50

RAILROAD CALENDAR

Scenes of diesel and steam locomotives in action and portrait around the U.S.A. Included are Reading, L&N, UP, Rio Grande steam and Conrail, BN, Southern and BAR diesels. $6.50

ALSO AVAILABLE are 1986 Passenger Train, 1985 and 1986 New York Central and 1983, 1984 and 1986 Railroad Calendars. All different photos, all in color.

Reduced to $3.00 ea.

1987 ALL PENNSY CALENDAR

Twelve more new photos in our popular All Pennsy Calendar. This year we feature K2, K4, M1, I1 and B6 steam locomotives; Geeps, FA (in color) and F7 diesels and GG1 and DD1 electrics.

Printed on pebble grain paper, these superb photos are suitable for framing. Calendar is 16 x 22 for wall hanging.

Order several for gift giving, home and office. $6.25

THE UNIQUE NEW YORK & LONG BRANCH

A history in text and pictures of this thirty-nine mile New Jersey road. An 8½ x 11 hard cover book with over 330 photographs in 240 pages. Full color dust jacket. $25.95

I REMEMBER PENNSY

A quality pictorial that captures steam, diesel and electric railroading keystone style during the transition years. Over 220 photographs printed on quality paper for superb photo reproduction, this is a deluxe bound 8½ x 11 hard cover book with 168 pages, four in full color and color dust jacket. $23.95

RAILROAD CHRISTMAS CARDS

RX36 CONRAIL RX37 CB&Q RX38 AMTRAK RX39 LV

New railroad Christmas card winter scenes reproduced in full color with a gloss finish. Cards fold to 4½ x 6 and are sold with envelopes, all one kind or assorted, in the quantities shown. 15 for $5.50 25 for $6.50

At dealers nationwide. Or order direct. Minimum order is $5.00. All items shipped post paid in U.S.A. Foreign customers add 10%. New York Residents must add sales tax.

Our complete line of Christmas cards, books, calendars, slide sets and post cards are described in our 1987 catalog. Send a 39¢ stamped No. 10 envelope for your copy.

Audio-Visual Designs

P.O. BOX 24, EARLTON, N.Y. 12058-0024

Train Christmas Cards

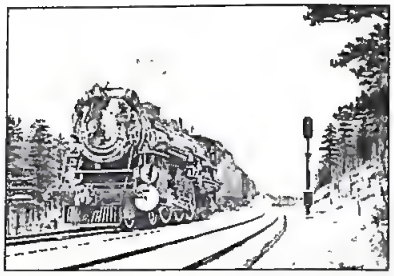
From Leanin' Tree...the perfect cards for the life you lead and the trains you love!

You'll be impressed, and your friends will too, with our distinctive Christmas cards...beautiful original art reproduced in vibrant full color on richly textured paper stock. Cards measure 5" x 7" and come with your choice of envelope color.

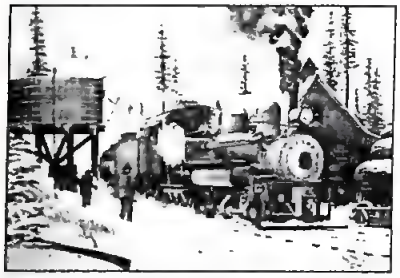
Our 38th Season in business...and our promise to you as always: satisfaction unconditionally guaranteed or your money back! It's so easy to order from us by mail or by phone—do it today!

5090 May the Peace and Happiness of the Christmas Season abide with you through all the Coming Year **SOO LINE WINTERSCAPE**—*artist Mike Danneman*

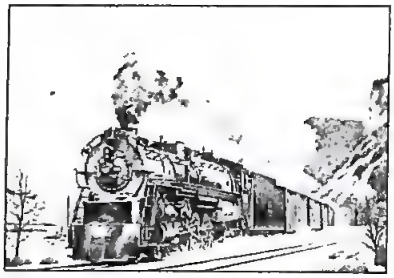
5099 Merry Christmas and Best Wishes for a Happy New Year **THE MIGHTY NIAGARA**—*artist Howard Fogg*



5103 Merry Christmas and a Happy New Year **THE CRESCENT LIMITED ON A DECEMBER RUN**—*artist Howard Fogg*

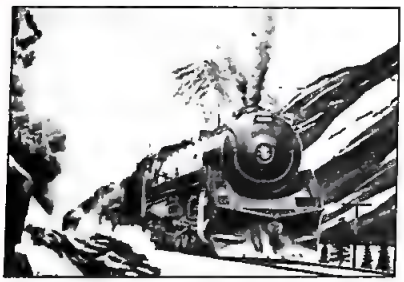


5091 Merry Christmas and a Happy New Year **LEAVING REYNOLDS CAMP**—*artist Jan P. Rons*



5102 May Peace be your gift at Christmas and your treasure throughout the New Year **FAMOUS BURLINGTON ENGINE 5632**—*artist Howard Fogg*

5095 May there come to you at this holiday time...Health, Happiness, and Enduring Friendships **WESTERN MARYLAND WINTER**—*artist Howard Fogg*



5104 Merry Christmas and a Happy New Year **CLIMBING KICKING HORSE PASS**—*artist Howard Fogg*

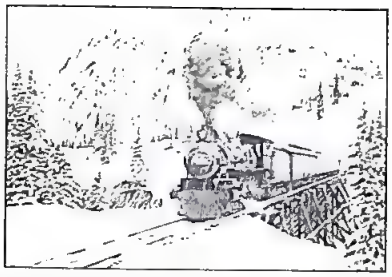
5089 Merry Christmas and a Happy New Year **SANTA FE SUPER CHIEF**—*artist Mike Danneman*

5092 May the meaning of the Season be deeper, its friendships stronger, and its hopes brighter as Christmas comes to you this year **RIO GRANDE SOUTHERN**—*artist R.E. Pierce*

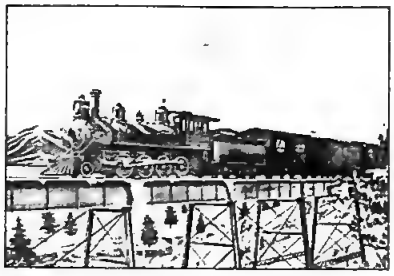
5093 Merry Christmas and a Happy New Year **NORTH WOODS HIAWATHA**—*artist R.E. Pierce*

5013 May the meaning of the Season be deeper ...as Christmas comes to you this year **GREEN FLAGS FOR A CHRISTMAS RUN**—*artist Howard Fogg*

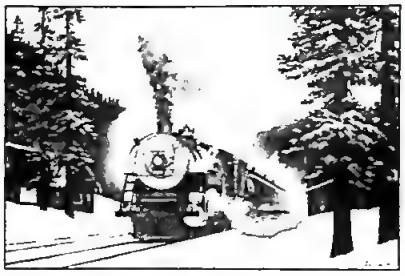
5094 Merry Christmas and a Happy New Year **DAWN AT EAST PORTAL**—*artist Howard Fogg*



5096 To those we love and see each day and other loved ones far away...Merry Christmas and Happy New Year! **HOME FOR CHRISTMAS**—*artist Jodie Boren*

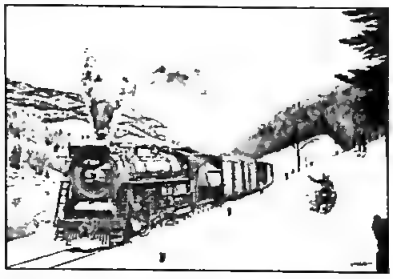


5100 May there come to you at this holiday time...the precious things in life: Health, Happiness, and Enduring Friendships **HEADED FOR TROUT CREEK PASS**—*artist Howard Fogg*



5041 From our crew to yours... Merry Christmas and Best Wishes for a Happy New Year! **PRIDE OF THE NORTHWEST**—*artist Howard Fogg*

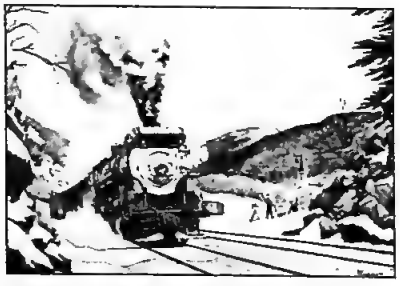
5101 May you and yours this Christmas Day and every day this coming year be blessed with health and happiness **FRESH TREES AND FULL STEAM**—*artist Howard Fogg*



5097 To those we love and see each day and other loved ones far away...Merry Christmas and Happy New Year! **RACING THE CENTRAL VERMONT 700**—*artist Howard Fogg*

5088 Merry Christmas and Best Wishes for a Happy New Year **WYOMING BLIZZARD!**—*artist Howard Fogg*

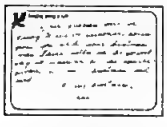
5014 With Best Wishes at Christmas and Happiness through all the Coming Year **THE WABASH CANNONBALL**—*artist Howard Fogg*



5098 Merry Christmas and Best Wishes for a Happy New Year **ALONG THE BOSTON AND ALBANY**—*artist Howard Fogg*

Our 38th Season in Business—Satisfaction Unconditionally Guaranteed or Your Money Back!

FREE GIFT! 8 beautiful all occasion cards with every order of $23.00 or more.



Send-along notes. Fit right inside Christmas cards! Handy packet of 25, all one design. SAW $2.95

Personalized Printing Services (optional) Your name can be printed inside cards and/or your address on envelopes. Name printed on cards $4.95; address printed on envelopes $4.95

Choose one envelope color.

☐ Red ☐ White

☐ Blue

(If no choice, plain white will be shipped).

Send for full-color catalog, sample card and envelope.

Christmas Card Price List

15 - $7.05	40 - $18.80	125 - $58.75
20 - $9.40	50 - $23.50	150 - $70.50
25 - $11.75	75 - $35.25	175 - $82.25
30 - $14.10	100 - $47.00	200 - $94.00

over 200 - 47¢ per card
Sample cards • $1 each
Minimum Order - 15 cards

Order Toll Free 1-800-525-0656
In Colorado, 1-530-1442

Name to be printed on Christmas cards _____

Send cards and/or catalog to _____

Rte., St., Box No. _____

City _____ State _____ Zip _____

☐ Check enclosed. No C.O.D.'s

☐ Visa ☐ MasterCard ☐ American Express

_____ Expiration Date

Signature _____ ___/___ Month Year

LEANIN' TREE Box 9500-T-NK30 Boulder, CO 80301

5013	5091	5097	5103
5014	5092	5098	5104
5041	5093	5099	
5088	5094	5100	
5089	5095	5101	
5090	5096	5102	

Order cards of all one design or assort in any combination. Indicate number of cards to right of code number. Thank you.

Number of cards		
Cost of Cards	47¢	$
Send Along Notes-SAW $2.95		$
Oak Frame for Christmas Cards PF01 $7.95		$
Name printed on cards $4.95		$
Address printed on envelopes $4.95		$
Colo. res. add 3% sales tax; Calif. res. add 6% use tax.		$
Postage and Insurance		$ 2.95
Total		$

Carl Loucks

...SELLING RAILROAD TIMETABLES

199 Wayland St., North Haven, CT 06473

SPECIALS OF THE MONTH... a few of the more than 100,000 items in our stock. We do NOT sell any reprints. All are original railroad issue.

PUBLIC TIMETABLES: These are full system timetables with maps, ads for the name trains and complete schedules for main lines and branch lines. These are true collector's items that document the history of the American passenger train.

ATSF "Santa Fe" 1944	$8
ATL COAST LINE 1967 "Last"	$3
CANADIAN NATIONAL 1968 .	$3
CANADIAN PACIFIC 1968 ..	$3
C B & Q 1967	$3
CHI NORTHWESTERN 1969	$3
D L & W 1958	$5
ERIE 1958	$5
ERIE-LACKAWANNA 1960	$4
FRISCO 1938	$9
L & N 1943	$8
MISSOURI PACIFIC 1947 ...	$7
NEW YORK CENTRAL 1957 .	$5
NEW HAVEN 1939	$9
NORFOLK & WESTERN 1956	$5
NORTHERN PACIFIC 1964 ..	$4
PENNSYLVANIA 1957	$5
SOUTHERN RWY 1966	$3
SEABOARD COAST 1967 ...	$3
S P "Last Issue" 1970	$3
UNION PACIFIC 1968	$3
WABASH 1961	$5
WESTERN PACIFIC "Last" ..	$3

...Buy ANY 10 deduct $5 from the total order...

PUBLIC TIMETABLE SPECIAL: The history of your favorite road told in timetables. One from the 1940s, one from the 1950s, one from the 1960s...3 System timetables for only $12.00. Choose from ATSF, ACL, CB&Q, MILW, CRIP, CV, C&O, B&O, IC, GN, NH, NYC, N&W, NP, PRR, SAL, SOU, UP. Six sets for $60.00.

EMPLOYEE TIMETABLE STARTER KIT: Ideal for the new collector. Ten employee timetables, hours of interesting reading about railroad operations. One each from the SP, UP, ICG, SCL, SOU, ATSF, BN, MP, ROCK ISLAND, and CP. All ten for $25.00

Our monthly catalogue lists hundreds of items. No charge, sent with each order, or send a SSAE.

Carl Loucks

...SELLING RAILROAD TIMETABLES

199 Wayland St., North Haven, CT 06473

4458 on an SP *Daylight*, KCS *Southern Belle* in 1968, an NP RDC, PRR A-B-A E-units at St.Louis Union Station, a B&M 2-6-0 in action, E8s on the two-tone green *Erie Limited*, a WM 4-6-2, the *Southern Crescent* with four green E8s, a B&O 4-8-2 on Sand Patch, a CNJ Train Master and a Milwaukee orange and maroon FP7. The calendars are $6.50 each postpaid. (39¢ on a No.10 self-addressed envelope will get you Audio-Visual's 1987 catalog which includes calendars and a wide variety of postcard subjects.)

Fine photo reproduction on very heavy stock characterizes the "1987 New England Railroading Calendar," in the 11″×17″ folded-out format. The full color subjects include numerous Amtrak F40s and a Conrail GP15-1 in the snow, a VIA FPA4 in Maine, B&M Geeps, a Green Mountain RS1, vintage Boston PCCs, BAR Geeps, a B&M 4-6-2 in action in 1952 and a BAR F3 on the "Turkey Train." The calendar sells for $4 postpaid from the Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486.

And how about a full-color calendar from a real short line railroad? The Bay Colony Railroad has produced a fine all-color 11×17″ folded-out wall calendar featuring scenes along their lines with their colorful Alco switchers in new and old paint schemes and even a Unimog trackmobile. There is also a map of the railroad. It sells for $5 plus $1 postage and handling from the Bay Colony Railroad Corporation, 420 Bedford St., Lexington, MA 02173.

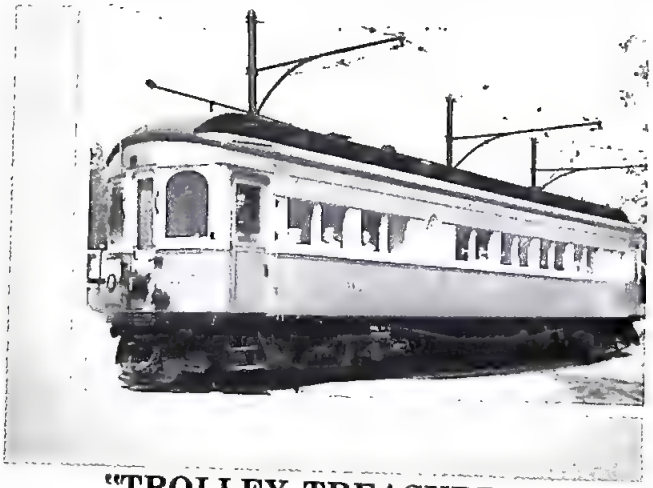
And even most of the black & white calendars seem to have color covers these days. The Lackawanna & Wyoming Valley Chapter NRHS has Lehigh Valley GP38s in color on its otherwise-B&W "1987 Railway Calendar." In a 14″×8½″ folded-out format, it includes very nicely reproduced views of Wilkes-Barre Railway and Laurel Line interurbans plus Pennsy G5s at East Stroudsburg, a DL&W 4-8-4, LV PAs, NYO&W FTs, EL F3s and a D&H steam-era yard scene. The calendar sells for $3.50 postpaid from Calendar, Dept. CC, P.O. Box 1152, Scranton, PA 18501.

Color covers of PRR 2-8-0 1187 at the 1939 New York World's Fair and V&T 2-6-0 *Tahoe* in the Railroad Museum of Pennsylvania adorn the "Friends of the Railroad Museum of Pennsylvania 1987 Calendar." Inside this well printed 11″×17″ folded-out calendar are also color views of PRR D16sb 4-4-0 1223 at Strasburg and Reading 2102 in action in addition to B&W vintage scenes including a Delaware & Bound Brook 4-4-0 circa 1880, the DL&W Scranton yard also circa 1880, an L&NE camelback 0-8-0, a Pullman prison car, PRSL/PRR 4-4-2 and 4-6-0 at Ocean City, a

Railfanning is:

Going railfanning in Quebec and discovering that your scanner has learned to speak French—but you haven't.

CHRIS D'AMATO



"TROLLEY TREASURE"

Enjoy a video tour of one of the finest traction museums in the county — TROLLEYVILLE U.S.A. Ride with the motorman and watch trackside as trolleys, streetcars and interurbans pass by. Then have a seat at the museum's former B&O depot for the moonlight trolley runs in a starlight parade of transportation history. This program is a must for every railfan videotape library. Order your copy today!

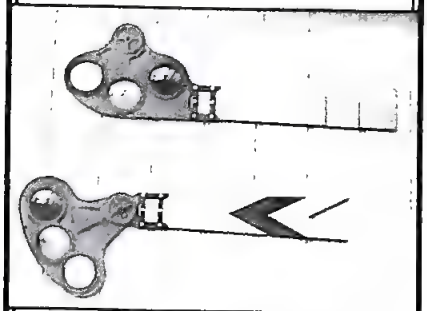
Order Today! $49.95 VHS or BETA

MasterCard

Berkshire Videography, Inc.
P.O. Box 575, Brunswick, OH 44212
(216) 225-0303

VISA

RAILROADIANA REPRODUCTIONS

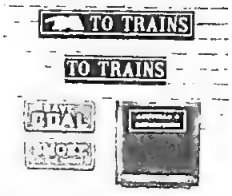


FULL SIZE WOOD REPLICA

SEMAPHORES

Upper or lower quadrant—real roundels. Blades in variety of authentic colors. $149.95 each plus $20 shipping.

SEND FOR our full list of semaphores and vintage railroad sign reproductions: $1. "To Trains" with hand $9.50, w/o hand $7.50 Chalkboard $24.95, Smoke/Coal signs $9.95 pair Plus $3 shipping per order.



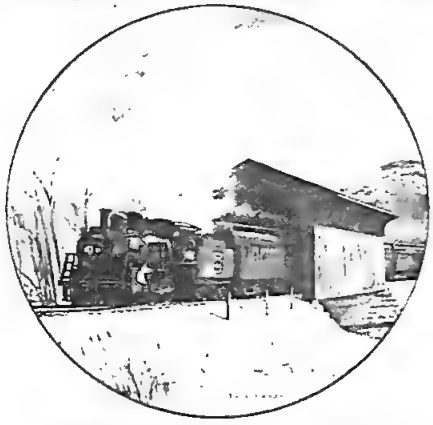
RAILWAY TREASURE REPRODUCTIONS
1606 West Third Street
Dixon, IL 61021 815/288-5629

Christian Bell Porcelain Ltd.

proudly presents:

AMERICAN STEAM

The Finest Quality Railroad Collector Plate On The Market Today.



"Winter on the Boston & Maine"
by Ted Xaras
9⅜"; Limited Edition of 15,000 Plates; $65.00 ea.

ORDER FORM Please send me ____ plate(s) "Winter on the Boston & Maine"
☐ Personal Cheque Enclosed
☐ Visa ☐ MasterCard ☐ Card No. _____ Exp. Date. _____
Name _____
Address _____
City _____ State _____ Zip _____

Christian Bell Porcelain Ltd., P.O. Box 930, Tustin, CA 92680

PRE-HOLIDAY SALE ★ ★ ★ BUY BOTH BOOKS FOR $41.00
(SALE ENDS 11/30/86) (SAVE $10.00)

STARTING A SHORTLINE
By McCaffrey & Gilbertson
$30.00

SMALL RAILROADS
By: Assoc. of American Railroads
$24.00

STARTING A SHORTLINE is today's most comprehensive and informative book on the practical, financial, legal & management aspects of short line operations . . . this no nonsense, easy-to-read volume was written by two well-known experts in the short line transportation field . . . this text discusses the most effective solutions for resolving the basic problems that are associated with a new rail service operation . . . softbound edition, 162 pages . . . STARTING A SHORT LINE includes the following chapters of essential information for beginning a short line railroad:

- Economic Feasibility of the Proposed Operation
- Labor Relations and Productivity Issues
- Business Form and Ownership Structure
- Negotiating Acquisition of Rail Property
- Financing Alternatives and Sources
- Overview of Railroad Regulations
- Planning for Start-up Operations

SMALL RAILROADS gives you all the important information and statistics on the nearly 400 small railroads (short lines) in the U.S. An attractive, hardbound edition, it contains 443 pages of answers to a variety of questions concerning this unique rail transportation industry. The following are some of the questions about short lines answered by this book:

- Who are they and where are they located?
- What is their role in the transportation system?
- How do they interact with large railroads?
- How are they affected by regulatory reform?
- What are their future prospects?
- And much more!!

There is nothing to compare to the information you will receive from this classic text . . . A valuable addition to your personal, public or corporate library.

ENCLOSE your name and address along with TITLE of book(s), plus $3.00 shipping and handling charge for the first book ordered. Add $1.50 for each additional book. (VA. residents include 4% sales tax). WE ACCEPT checks, money orders and charges (charge to your MasterCard or VISA account by including your complete card account number and its expiration date).

SEND TO: Virginia Book Distributors, P.O. Box 3103, Fairfax, VA 22038

RAILROAD BOOKS

Carstens
PUBLICATIONS, INC.

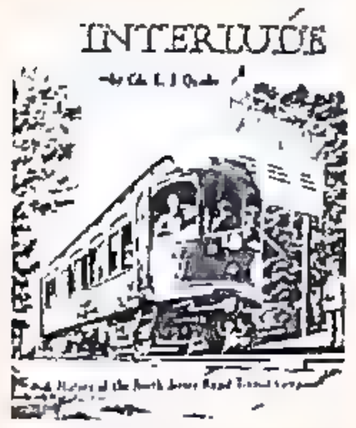
CUMBERLAND & PENNSYLVANIA
By Deane Mellander. The C&P was a fascinating coal hauler near Cumberland, Maryland, with home-built 2-8-0s. Taken over by WM in 1944. 64pp, C42 . . . . . .$8.50

CHICAGO GREAT WESTERN
By Philip R. Hastings. Pictorial of CGW's last decade before absorption by C&NW. 80pp, C39 . .$9.95

STEAM IN THE ALLEGHENIES: WESTERN MARYLAND
By Krause & Grenard. Last great days of steam in dramatic action by the finest photographers. 84pp, C37 . . . . . .$9.95

LACKAWANNA HERITAGE
By Krause & Crist. Pictorial of DL&W during 1947-1952 with plenty of steam and early diesel action. 98pp, C51 . . . . . .$7.95

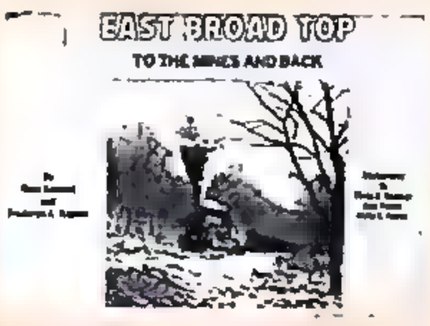
LONG ISLAND ELECTRIC HERITAGE
By Ziel & Krause. LIRR electric operations from DD1 motors with side rods to todays commuter m.u.s. 48pp, C50 . . . . . .$7.95



INTERURBAN INTERLUDE
By E.J. Quinby. Delightful coverage of the North Jersey Rapid Transit interurban line. 92pp hardbound, CO1 . . . . . .$12.00

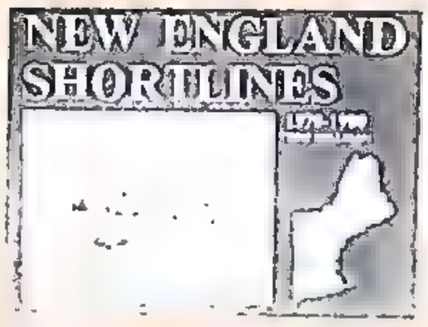
SEABOARD COAST LINE
By Bob Warren and Fred Clark Jr. A superb collection of Florida SCL photos from the ACL/SAL merger up to Seaboard System. 115pp, C46 . . . . . .$15.95

CHESAPEAKE & OHIO
By Thomas W. Dixon, Jr. The C&O during the steam/diesel transition from 1949 to 1956. Excellent photos put the C&O "in context." 128pp, C49 . . . . . .$15.95



EAST BROAD TOP
By Grenard & Kramer. Superb pictorial of the final years of coal-hauling on this classic Pennsylvania narrow gauge. 80pp, C40 . . . . . .$9.95

B&O THUNDER IN THE ALLEGHENIES
By Deane Mellander. Mallets and early diesels on Sand Patch and 17-Mile Grades. Heavy action photography. 80pp, C45$9.95



NEW ENGLAND SHORT LINES
By Tom Nelligan. A pictorial review of modern New England short lines, 1970-1980. 48pp, RH6 . . .$6.00

R&R RAILROAD ATLAS
The latest Rand McNally Railroad Atlas showing all U.S. railroads by state. Keep up with abandonments, mergers and new short lines. C15-82 $11.95

LEHIGH & NEW ENGLAND
By Crist & Krause. Handsome pictorial showing action with Camelbacks and huge 2-10-0s to A-B-B-A Alcos. 80pp, C41 .$9.95

CENTRAL VERMONT
By Ed Beaudette. History and operations of the steam/diesel era CV. Excellent photography by Hastings, Shaughnessy and others. Maps and rosters. 112pp, C44 . .$13.95

SUSQUEHANNA
By Krause & Crist. The New York, Susquehanna & Western from Erie steam and railcars through RS1s to GP18s. Picturesque railroading in rural New Jersey. The pre-DO era. 98p, C38 . . . . . .$12.00

QUANTITY	TITLE	PRICE
	POSTAGE & HANDLING (U.S. $1.00; Foreign $2.00)	
	TOTAL (N.J. residents add 6% sales tax)	

CARSTENS PUBLICATIONS, Inc.
P.O. BOX 700
NEWTON, NJ 07860
Dept. 4666

Please print or type legibly and be sure to give your UPS mailing address. There is a $10.00 minimum order with charge cards. If you do not wish to mutilate your magazine, send your order on a copy of this form, or in a letter with your remittance.

NAME

ADDRESS

CITY

STATE, ZIP

☐ CHECK ☐ MONEYORDER
☐ MASTERCARD ☐ VISA

CARD NO.

EXP. DATE

SIGNATURE

***NYO&W* EMPLOYEE TIMETABLE**
Reproduction of 1898 New York, Ontario & Western employee timetable with Chicago trains, milk and freight trains. 16pp, C10 . . . . . .$3.00

MAGAZINE BINDERS
Durable binders for Railfan & Railroad, Railroad Model Craftsman and Flying Models. Stamped in gold. Specify magazine, add $1 shipping each $6.00

THIS TRAIN IS BOUND FOR GLORY
Dan Igor Glenn sings folk/country railroad songs mixed with superb railroad sound effects. 12" lp record, 2002 . . . . . .$6.95

big CNJ 4-6-2, a WM 4-6-6-4, a P&LE RS3 and a Ma&Pa NW2. One particularly fascinating scene shows Shays, rod engines and log loaders at the Potato Creek Railroad engine terminal at Norwich, Pa., around 1910. The calendar sells for $6 plus $2 postage from Friends of the Railroad Museum of Pennsylvania, P.O. Box 125, Strasburg, PA 17579. All profits from the calendar go toward restoration projects at the museum.

There is also a color/B&W mix in the "1987 Calendar" from the Anthracite Roads Historical Society, Inc., Attention: 1987 Calendar, P.O. Box 119, Bridgeport, PA 19405-0119. The color cover features vintage LV F3s, and inside you get color views of brand new Reading FP7s, L&HR C420s and a CNJ Train Master with the Manhattan skyline. The B&W offerings include an L&HR 2-8-2, a DL&W Scranton yard scene, L&NE 2-8-0 with tender booster, FTs and steam on the LV, an ancient CNJ camelback 4-4-2, a DL&W commuter Pacific, a Reading I-10 2-8-0, L&NE RS2s and an LV 4-6-0 with a snowplow. All reproduction is quite good. The date block also features extensive historical date notation. The price is $6.25 postpaid until November 1, 1986, and $7 postpaid thereafter.

A full color view of a freshly-outshopped GN 2-8-8-0 graces the cover of the "1987 Inland Empire Railroad Calendar," published by the Inland Empire Railway Historical Society, P.O. Box 5334, Spokane, WA 99205. Inside are B&W views of an SI snowplow, SP&S 4-8-4, Milwaukee 2-6-6-2, Pend Oreille Valley Geep, Idaho Logging 4-6-0, Milwaukee Little Joes at Alberton, a variety of passenger stations, a BN GP39-2, UP 4-6-2, four NP 4-6-6-4s being delivered, UP 4-8-4 8444, a GN interurban RPO and a BN SW1500 working Amtrak at night. The 11″×17″ folded-out wall calendar sells for $5 postpaid.

And now for something completely different: an all black & white calendar. The "Union Street Railway Company Centennial 1987 Calendar" features vintage views of street railway action around New Bedford, Massachusetts. Included are horsecars, a four-wheel RPO, street and shop scenes with trolleys and finally three versions of busses. The reproduction on this 11″×17″ folded-out wall calendar is quite good, and it sells for $5 plus $1.50 postage and handling from Trolley Incorporated of Greater New Bedford, P.O. Box A2057, New Bedford, MA 02741.

Traction Publications **by Joe L. Diaz**

DAYS OF THE NORTH SHORE LINE, by George V. Campbell, is a 256-page 8½″×11″ hardcover. It is Campbell's second book about the North Shore and contains over 275 photos, many previously unpublished. There are also many reproductions of timetables, tickets, brochures and maps. While the majority of this material is of excellent interest and well produced, the reproduction of many of the photographs is disappointing (dark, muddy, soft or poorly cropped). There is also a selection of color photos of interesting subject matter.

This second volume clearly shows the author's lifelong interest in his subject, and it is much improved from his first book in several ways. The outstanding color rendering of wooden car 301 on the dust jacket is beautiful. The book is available for $38.00 plus $1.50 postage and handling from National Bus Trader, Inc., Rte. 3, Box 349B, Delavan, WI 53115

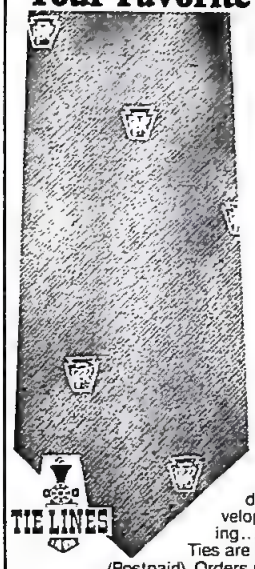
Book Reviews

Southern Pacific Review 1983-85, by Joseph A. Strapac, published by Shade Tree Books, P.O. Box 2268, Huntington Beach, CA 92647. 130 8½″×11″ pages, softcover, $18.95.

Joe Strapac is one of the pioneers of annual motive power reviews, having begun his efforts in the 1960s with the first visually conceptualized roster of the Southern Pacific. His efforts have continually been among the highest of any rail book publisher involved in this type of work. This current effort is no exception.

Following previous formulas, Strapac provides an illustrated roster augmented with feature material in which he highlights a particular interesting segment of SP's locomotive population, in this case, Baldwin diesels. He gives an easily-read blow by blow description of management's thinking on why they

Your Favorite Railroad for Your Favorite Railfan



Quality polyester ties with quality finished emblems of the railroads of yesteryear....

Picture the "Pennsy" keystone on the traditional tuscan base ..How about Jersey Central "Statute of Liberty" in orange on blue or tellow - gold on green?

We also have the other major railroads of the East with new roads introduced regularly.

Send us a self-addressed stamped envelope for complete listing...Dealers welcomed. Ties are priced at **$11.00 ea.** (Postpaid). Orders placed with money orders shipped same day. No C.O.D.'s! **Two for $20.00**

Tie Lines
P.O. BOX 391
SCOTCH PLAINS, NJ 07076

RAILROAD WITH 3 GAUGES
(At the same time)
A book for everyone:
Narrow gauge fan
Steam locomotive fan
Electric traction fan
Railroad historian.
A complete history of a most unique railroad, the
CINCINNATI, GEORGETOWN & PORTSMOUTH RR.
572 pages – abundant photos, maps, timetables, forms.
$20 plus $2 mailing
(Ohioans add $1.10 tax)
David McNeil, 29 Clark Ave., Cincinnati,Ohio 45215

SATISFACTION GUARANTEED
FOR FREE BEAUTIFULLY REPRODUCED FULL COLOUR MINIATURE OF SAME
SEND TO THE SHERBORNE GALLERY
WESTBURY, SHERBORNE, DORSET. ENGLAND
TELEPHONE 011 44 935 816120

A MOMENT AT SHERBORNE
by Chris Woods

An excellent, nostalgic fine art print of rural England by Hampshire artist Chris Woods. Southern Region Pacific Battle of Britain class Locomotive No. 34051 Winston Churchill seen here at speed with the Devon Belle at Sherborne. The historic Sherborne castle remains can be seen beyond, the castle given by Queen Elizabeth I to Sir Walter Raleigh in the 12th Century. The four boys from Sherborne School are evidently totally captivated by this superb spectacle. The Artist has recently had a very successful one-man exhibition at Harrods' London.
Single edition limited to 850 copies worldwide, signed and numbered by the artist.
Image Size 14½" x 22"
Print only $100 *including P & P*

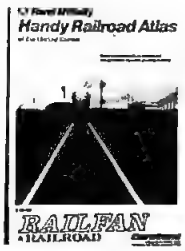
were purchased in the first place, what duties they were assigned, their numerous variations and, ultimately, their dispositions. Amply illustrated, as usual for Strapac, it covers almost all aspects of the fleet.

Other chapters cover new upgraded units, so-called "graduates" (those units that have been sold and are now doing duty elsewhere), road slugs and the phasing out of SP participation in the San Francisco commuter operation.

Finally, there is the complete SP roster in photos, beginning with the lowest 1000-series six-axle yard slugs and finishing up with the highest numbered units, the SD45T-2s that extend into the low 9400s. In between are yard switchers, road switchers, low-nosed units, high nose, rebuilds, upgrades, strange paint schemes and oddities—the planiest of Janes to the most fascinating of the unique. Complete and informative captions, another Strapac hallmark, leave little unanswered.

No matter how up-to-date a book author tries to make his current release however, sometimes events conspire to do him in. On the back cover is a shot of what the new Southern Pacific & Santa Fe merger paint scheme was to look like. Since that time, the scheme has changed enough to make the photo a one-of-a-kind. Ditto for the roster information on what the merging of the two railroads will do to SP numbers.

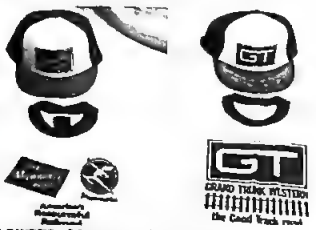
Don't let the weak cover or the rather silly photo on the acknowledgements page fool you; this is a solid effort consistent with Strapac's previous effors—DAVID C. LUSTIG.



Rand McNally Handy Railroad Atlas of the United States, available from Carstens Publications, P.O. Box 700, Newton, NJ 07860. Carstens Book C15-82, 64 8½"×11" pages, $11.95 postpaid.

For many years as I was quite content with my old, battered,

HATS T-SHIRTS MUGS SWEATSHIRTS
This month's feature T-Shirts & Hats



T-SHIRTS—$6.25/XXL $1.00 Extra
HATS—$4.95/Oak Leaf Braid $1.00 Extra
SWEATSHIRTS—$13.95 Limited Availability

T-Shirts are top quality U.S. made 50/50 blend solid color or white with color trim. Colors of shirts are coordinated to the railroad's logo. All logos and slogans are silk screened.

Sizes 6-8, 10-12, 14-16, S,M,L,XL,XXL

Hats are 100% polyester baseball type (adjustable one size fits all). Hats are available in your choice of summer or winter styles (Scrambled Eggs $1.00 extra). The following T-shirts & hats are available.

STK. NO.	RAILROAD	STK. NO.	RAILROAD
☐ 200 ★	AMERICAN FLYER	237	MILWAUKEE ROAD
☐ 201	AMTRAK	238	MISSABE ROAD (D.M.&I.R.)
202	ANN ARBOR	239	MISSOURI KANSAS TEXAS
203	ATLANTIC COAST LINE	240	MISSOURI PACIFIC
☐ 204	BALTIMORE & OHIO	241	MONON ROUTE
205	BESSEMER & LAKE ERIE	☐ 242 ★	MAW 611 J-CLASS 4-8-4
206	BOSTON & MAINE	243	NEW HAVEN (BLOCK)
☐ 207	BURLINGTON NORTHERN	☐ 244	NEW YORK CENTRAL
208	BURLINGTON ROUTE (C.B.&Q.)	245 ★	NICKLE PLATE 765 (STEAM)
☐ 209	C&O SLEEP LIKE A KITTEN	☐ 246	NICKLE PLATE ROAD
☐ 210	CANADIAN NATIONAL	247	NORFOLK & WESTERN (OLD)
211	CANADIAN PACIFIC	☐ 248	NORFOLK SOUTHERN
212	CHESAPEAKE & OHIO (PRODIGIES)	☐ 249	NORTHERN PACIFIC
☐ 213	CHESSIE SYSTEM	250	PENN CENTRAL
214	CHICAGO GREAT WESTERN	☐ 251	PENNSYLVANIA RAILROAD
215	CHICAGO NORTHWESTERN	252	PITTSBURGH & LAKE ERIE
216	CLINCHFIELD	253	R.F.&P.
☐ 217	CONRAIL (KEEP IT MOVING)	254	READING RAILROAD
218	SOO/MILWAUKEE	☐ 255	RIO GRANDE (MOUNTAIN)
219	COTTON BELT (S.L.S.W.)	256	ROCK ISLAND (OLD)
220	DELAWARE & HUDSON	☐ 257	SANTA FE
221	DETROIT TOLEDO & IRONTON	258	SEABOARD COAST LINE
222 ★	DETROIT TOLEDO & SHORELINE	☐ 259	SEABOARD SYSTEM
223	ERIE	260	SOO LINE (OLD)
☐ 224	ERIE LACKAWANNA	☐ 261	SOUTHERN
225	FAMILY LINES	☐ 262	SOUTHERN PACIFIC
226	FLORIDA EAST COAST	☐ 263 ★	SOUTHERN 4501 (STEAM)
227	FRISCO	264	SPOKANE PORTLAND & SEATTLE
228	GRAND TRUNK (NEW)	265	TYE ROCK
☐ 229	GREAT NORTHERN	266	TOLEDO PEORIA & WESTERN
230	GULF MOBILE & OHIO	☐ 267	UNION PACIFIC
231	ILLINOIS CENTRAL	268 ★	VIRGINIAN
232	ILLINOIS CENTRAL GULF	269	WABASH
233	LEHIGH VALLEY	270	WESTERN MARYLAND
☐ 234 ★	LIONEL LINES	271	WESTERN PACIFIC
235	LONG ISLAND RAILROAD	☐ SWEATSHIRTS AVAILABLE	
236	LOUISVILLE NASHVILLE	★ MUGS NOT AVAILABLE	

WHISTLESTOP MUGS $4.25 3/$12.00

We stock the complete line of CM shops, "Whistlestop" mugs (railroads not available in mugs marked * in the above list). This months feature mug is:

—GTW—

Shipping $1.75 per order (1 pc. to 1,000 pcs.) in the cont. U.S. Canada, Alaska, HI add $3.00 more for shipping overseas billed at actual cost (indicate Air or Surface). No C.O.D.'s. Visa, Mastercard add 4% handling charge. Please give 2nd & 3rd choice if possible (we can't keep all items in stock at all time)

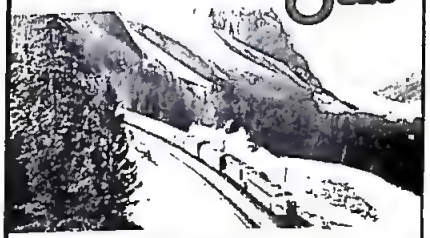
FALLEN FLAGGS T-SHIRTS AND HATS
101 Hargrave Rd., Toledo, OH 43615
Orders only (419) 536-1232
Custom print & dealer inquiries invited

TRACKSIDE VIDEO
P.O. Box 234
Forest Park, GA 30051-0234
Credit Card Orders Call
1-800-241-8003 Ext. 1804
except in Georgia

L&NW - the F Units $39.95
You've read about them in Railfan - You've seen them in TRAINS - Now you can take a ride on the L&NW and watch a pair of vintage F Units do their thing. From making up Train 15 for the southbound run to a cab ride through the rolling hills of Louisiana. THIS IS REAL RAILROADING! in stereo.

Southern Style $39.95
We give you an opening shot you'll never forget and from there anything can happen as we follow the 4501 on excursions from Chattanooga to Cumberland Gap, trestles, tunnels and the "Suicide Shot" in stereo.

CP Laggan Sub



VIDEO CASSETTE

Ride the "Head-End" west as we traverse the Spectacular Canadian Rockies on CP's Calgary to Field Mainline. A variety of on the ground action is provided by F Units and SD-40's, while a superb look back to 1940 finds Triple-Headers and Selkirks assaulting the "Big Hill". Mountains, Tunnels, Diesel and Steam, all on "CP Laggan Sub."

27 min. sound, colour (except 1940's section)

VHS & BETA $39.95

Tapes shipped postpaid, Ontario residents add 7%
SPECIFY VHS or BETA

RAIL INNOVATIONS
55 Parfield Drive, Willowdale, Ontario, Canada M2J 1C2

14 All New Steam Color Views For **1987**

ROCKY MOUNTAIN RAILROAD CALENDAR

Select representation of the narrow-gauge era **$7 each calendar**

SUNDANCE PUBLICATIONS *Limited*
250 Broadway Denver, Colorado 80203
postpaid USA & CANADA

PCC cars

Last of a distinguished line of streetcars beginning with the horse car. See them all—in living color—in service in cities throughout North America. Over 100 full-color photos grace the pages of *The Colorful Streetcars We Rode*. $28 from Central Electric Railfans' Association, Box 503, Chicago, IL 60690. Illinois residents add $2.24 sales tax. CERA is an Illinois not-for-profit corporation.

tattered and ratty, but definitely trustworthy, Rand McNally Railroad Atlas, copyright 20 years ago.

I never went anywhere without it, for once outside my "regular territory" of Southern California, I found it better than a compass and certainly better than a regular plain old road map when it came to finding and photographing railroads. I mean, unless you have something like this, you'll look for the Ventura County Railroad in Ventura, instead of Oxnard where it really is. I was, as the saying goes, as snug as a bug in a rug.

As the years went by, I updated by 20 year old map book, diligently scouring magazines to find out what had been abandoned and by whom, and then quickly making the correct notations on the proper pages, putting penciled hashmarks on lines that had been abandoned. After the Rock Island and the Milwaukee Road, the states of Iowa and Montana took quite a beating from my Scripto.

Then one day, spending the last few minutes of a lunch hour at a local hobby shop, I spied the "new" Rand NcNally Railroad Atlas. It was physically smaller in dimensions, and I was convinced it was merely the same old map book I had, with just a new cover. So much for complacent thinking.

As I quickly thumbed through this latest version, I was horrified to find everything—and I do mean everything—had changed in the world of railroading. What I thought was an accurate and up-to-date accounting of abandonments and mergers on my part in my old book was, to say the least, underinformed. There were railroads I never heard of and abandonments I couldn't believe. Wisely, I purchased the new book and now take "it" with me wherever and whenever I go railfanning.

But, I have kept the old one, now in a special spot of honor in my reference library. Not just for sentimental reasons, but for practical ones. It's called (for anyone who went through four years of college exams) "contrast and compare," and, boy, is it helpful when figuring out what was where and why, and, sadly, why not. It's also helpful when planning my next trip to see what was, and if it's not anymore, at least worth a visit to see if anything remains.

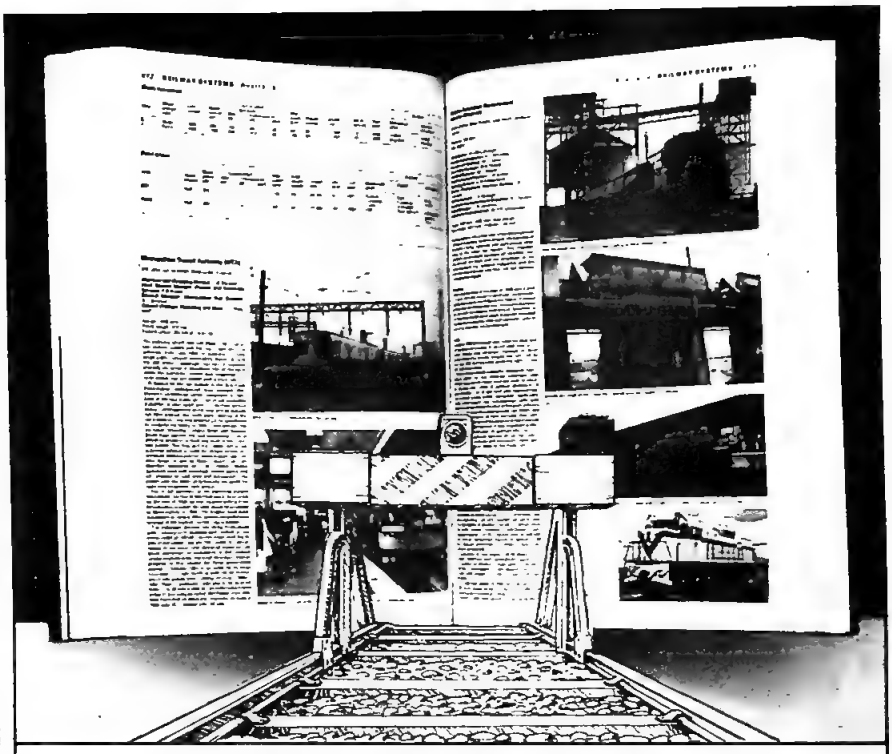
Therefore, this tale is simple: If you have an old Rand McNally Atlas, you need a new one. But don't throw out the old one. And if you don't have one, never had one and never thought you needed one, are you in for a big surprise—DAVID C. LUSTIG.

DELAWARE & HUDSON
1987 CALENDAR
Photography by Jim Shaughnessy.
Huge 22" x 16" Size. Color Cover.
B&W 11" x 14" Views Each Month.
$7.50 Each, Postpaid.
REZNAK RAIL
P.O. Box 755 - Wilkes-Barre, Pa. 18703

QUALITY SLIDE SETS
Five 35mm slides per set $2.85
Diesel Color Slide Sets

Alco PA's East	New Haven	MILW Electric's
Alco PA's West	Western Maryland	Gulf, Mobile & Ohio
Alco FA's	EMD E Units	Burlington
Baldwin's	EMD F Units	Southern Pacific

70+additional sets in stock
$1.00 will bring catalog+sample slide
The Rail Image
P.O. Box 453 Caldwell, NJ 07006



ALL TRAINS STOP HERE

This is the end of the line for all those who need up-to-date railway operating and equipment information in easy-access format.

The twenty eighth edition of Jane's World Railways is one of a long line of distinguished yearbooks from Jane's. It remains the only fully illustrated, company-by-company guide to the world's railway supply industry, and to the systems currently operating in 112 countries.

With 1400 illustrations, this minutely-researched and comprehensively-indexed volume incorporates manufacturer information by product, sales and personnel; from locomotives to luggage-handling; fare systems to freight-car leasing. The mainline rail section records comprehensive technical and commercial performances in the previous year. The underground and rapid-transit systems are documented city-by-city and describes their technical and operating characteristics.

This information source is an essential and practical reference tool for both professional railway managers and equipment manufacturers.

Jane's. No one has a better track record.

Manufacturers • Private freight car leasing companies • International rail services • International associations • Consultancy services • Railway systems

Reach for JANE'S
WORLD RAILWAYS 1986-87

Order Form to:
Jane's Publishing Inc, 20 Park Plaza, Boston, MA 02116, USA
Please send me.....copy/ies of Jane's World Railways $140 Plus handling $3.
I enclose a cheque/money order for $_____or please debit my Visa/Diners Club/Mastercharge/American Express.
Card No.:_____
Expiry Date:_____
Signature:_____
Name:_____
Address:_____
Please allow up to 28 days for delivery, subject to availability. RF 1186

Jane's Publishing Inc.,
115 5th Avenue, 4th Floor,
New York NY10003,
Tel: (212) 254 9097
Tlx: 272562 VNRC UR

Books . . . . . .

"The Northeast Railroad Scene" series by Bob Pennisi
Vol. 2 - Lehigh & Hudson River $ 4.00
Vol. 4 - The Erie Lackawanna.. $ 6.50
Vol. 5 - The Jersey Central.... $ 6.00
Vol. 6 - Penn Central..... $10.00

"Railroad Stations of New England Today"
Mark Beauregard
Vol. 1 The Boston & Maine.... $ 7.95

"Lehigh Valley Passenger Cars"
Mickey & Warfel..... $13.95

"26 Miles to Jersey City"
by Pete Komelski..... $ 8.95
64 pages of CNJ stations, 130 B&W photos and 6 color photos

We also carry books by many other publishers

. . . . . Railroadiana

Send $1.00 for catalog to:
RAILROAD AVENUE ENTERPRISES
PO Box 114 Flanders, NJ 07836
Dealer inquiries invited.
NJ Residents include 6% sales tax.

Photos . . . . . $1.75 each

Our catalog lists over 2500 different Steam, Diesel, Electric & Trolley photos. All are quality printed on 8 × 10 paper, most with information on the back. These are the same photos we have been selling in hobby shops through the Northeast for over 9 years.

Our catalog also contains listings of public timetables and misc. Railroadiana at Reasonable prices.

We'd like you to meet...

Tomasic and Clouse

Kevin Tomasic, author of the article on the P&LE "River Boats," was quick to oblige when we asked him to assemble some data about himself and photographer Keith Clouse for this column. What follows are Tomasic's own words:

"If you've ever worked behind a desk for 40 hours you can well realize the serious need to get out on a weekend and blow off some steam. We've been doing this on most Sunday mornings for almost ten years. You can usually find us, coffee cups in hand, waiting at a signal bridge somewhere in western Pennsylvania. Both of us count Western Maryland as a favorite road, but P&LE, C&O, B&O and PRR are also favorites. Since our heritage is Pittsburgh, it should come as no surprise that a lot of our time is spent shooting industrial subjects along with the railroads that serve them.

Phoebe Snow

Plate 2. Commemorative cast to the memory of America's first love affair with the legendary railroad pin-up girl. Lackawanna's famous daughter of verse is remembered on a 10" dinner plate in grey with maroon band. Available now for $29.95 plus $3.85 packaging and shipping. After November 1, 1986, $32.50 plus $3.85 P&S.

Pullman Silver Palace Service
1050 Verdemar Drive, Alameda, CA 94501
Visa and MasterCard accepted. Show card number, expiration date, and your signature.

1½" Scale LOCOMOTIVES
ROLLING STOCK and SUPPLIES
CATALOG 9th Edition $5.95 Plus Postage
CATALOG: 9th Edition
1st Class..... $2.45
UPS & 3rd Class..... 1.55
Europe..... 4.00
Others..... 5.40
Calif. Residents add 39¢ sales tax.
RAILROAD SUPPLY CORP.
115 S Victory Blvd., Box F, Burbank, California 91502
(818) 845-1727 (213) 849-1351

"LIGHT PACIFIC"

Take an exciting look at turn-of-the-century motive power as L&N K-2a Pacific #152 makes a break-in run from Louisville to Lexington. Behind her high-stepping drivers ride two coaches and ex-Monon BL2 #32, ready to take over if the elderly 4-6-2 should falter. But the 80-year old locomotive works beautifully as she steams through Long Run, fights her way up the 1.16% grade of Jett hill and rolls down Benson Creek valley. You'll also enjoy in-the-cab action and pacing in this 25-minute look at a vintage Rogers Pacific hard at work in central Kentucky.

VHS & BETA II.

$34.95.

Lasting Impressions
P.O. Box 23351
Louisville, KY 40223

EXTRA SOUTH IS BACK!!

EXTRA SOUTH is on the road again, having made a few pick-ups along the way to fill out tonnage. Originally published in 1964, H. Reid's classic "Unscheduled, Unhurried Look At Dixie Steam Railroading" has returned in an expanded Second Edition softcover. All of Reid's original material is included, and he and editor John Krause have added over 45 new photos and expanded text. Come on board EXTRA SOUTH as master story-teller H. Reid remembers the narrow gauge Tweetsie, Norfolk Southern 2-8-4s, the Sumpter & Choctaw, the "Wreck of Old 97," N&W 4-8-0s on "The Huckleberry," and much more.
144 8½" × 11" pages, softcover.

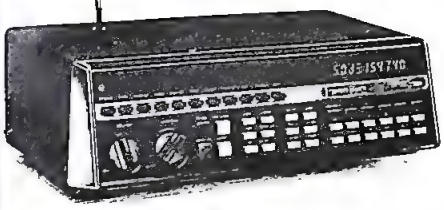
C-53 . . . . . $21.95ppd.
Order from:
CARSTENS BOOKS, Dept. 4664 (N.J. residents add 6% sales tax.)
P.O. Box 700, Newton, NJ 07860

"The Largest Dealer of Scanners in the World"

SCANNER WORLD, USA

10 New Scotland Ave., Albany, NY 12208 518/436-9606

Bearcat® 300



Special $239.99 (7.00 shipping)

50 Channels — Mobile/Base

Features include simple raised button keyboard programming of the following frequency ranges: 32-50 MHz, 118-136 MHz, 144-174 MHz, 421-512 MHz. Vacuum flourescent display, dim control, priority, count transmissions, non-volatile memory retains memory without power back-up, automatic search, scan speed control, automatic search, scan delay, lockout, service search, automatic squelch, crystal-less, digital clock, external speaker & tape jack, auxiliary equipment control, plus much more. Built inside the rugged metal cabinet. Includes AC & DC cords, telescopic antenna, mobile mounting kit, and one year factory warranty on the Bearcat 300 for only $239.99 and $7.00 shipping. (Optional extended warranty: 3 years $35, or 2 years $25.)

Regency® Z30

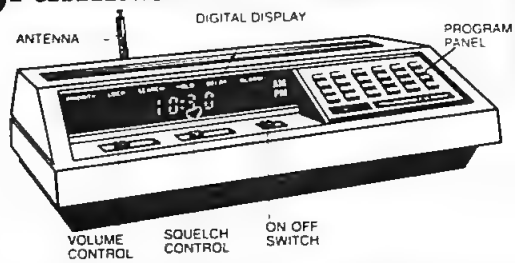
30 Channel Automatic Programmable Scanner

Scanner World Special

$129.99

(plus $5.50 shipping each)

Optional Accessories:
Cigarette Lighter Plug RGMPC . $4.95
Z Mobile Bracket — ***Special*** . . . $5.99



The Regency Z30 is a compact, programmable 30 channel, multi band, FM monitor receiver for use at home or on the road. It is double conversion, super heterodyne used to receive the narrow band FM communications in the amateur, public safety and business bands: 30-50, 144-174, and 440-512 MHz. Size 10¾"Wx2-7/8"Hx8-3/8"D.

Sophisticated microprocess-controlled circuitry eliminates the need for crystals, instead, the frequency for each channel is programmed through the numbered keyboard similar to the one used on a telephone. A "beep" acknowledges contact each time a key is touched. The Z30 scans approximately 15 channels per second.

Any combination of two to thirty channels can be scanned automatically, or the unit can be set on manual for continuous monitoring of any one channel. In addition, the search function locates unknown frequencies within a band.

Other features include scan delay, priority and a bright/dim switch to control the brightness of the 9-digit Vacuum-Fluorescent display. The Z30 can be operated on either 120 VAC or 12 VDC. Includes one year warranty from Regency Electronics (optional 3 yr extended warranty only $35, gives you a total of 4 yrs complete warranty or 2 yr extended warranty only $25, gives you a total of 3 yrs complete warranty.)

REGENCY HX1200

Digital programmable 45 channel hand-held Scanner. Frequency coverage 30-50MHz, 118-136MHz, 144-174MHz, 406-420MHz, 440-512MHz. Covers public service bands plus Aircraft. Has priority, search, lockout, scan plus much more. Package includes HX1200, AC charger/adapter, ni-cad battery, carry case, rubber antenna and 90 day factory warranty. *Complete package only.....* **$216.99** *(6.50 shipping)* (3 year extended warranty only $35.00, 2 year $25.00)

BEARCAT 50XL Programmable Hand-Held	124.99	(5.00)
AD100U AC Adapter/Charger for 50 XL	12.95	(*)
BP50 Ni-Cad Battery Pack for 50XL	12.95	(*)
BEARCAT 180 AC Digital Scanner	159.99	(5.00)
BEARCAT 140 AC Programmable Scanner	94.99	(5.00)
BEARCAT 145XL AC Programmable Scanner	104.99	(5.00)
BEARCAT 175XL AC Digital Scanner	159.99	(5.00)
BEARCAT 100XL Digital Hand-held	199.99	(6.50)
BEARCAT 210XW AC/DC Digital Scanner	199.99	(6.50)
BEARCAT 20/20 AC/DC Digital Scanner	229.99	(5.50)
BEARCAT 260 AC/DC Digital Scanner	219.99	(6.00)
BEARCAT 300 AC/DC Digital Scanner	239.99	(7.00)
BEARCAT 800 XLT AC/DC Digital Scanner	319.99	(6.00)
BEARCAT DX-1000 Shortwave Receiver	284.99	(12.00)
REGENCY HX-1200 Digital Hand-held 45 Channel	216.99	(6.50)
REGENCY MA-257 Cigarette cord for HX1000/1200	16.99	(*)
REGENCY MA-917 Ni-cad Battery for HX1000/1200	24.99	(*)
REGENCY HX-CASE Hvy Leath. case for HX1000/1200	34.99	(*)
REGENCY MA-256 Drop in charger for HX1000/1200	69.99	(3.50)
REGENCY R-1060 Programmable 10 chan. AC Scanner	94.99	(5.00)
REGENCY HX-2000 Digital Hand-Held	159.99	(7.00)
REGENCY MX-3000 AC/DC Digital Scanner	198.99	(6.50)
REGENCY MX-4000 AC/DC Digital Scanner	179.99	(7.00)
REGENCY MX-5000 AC/DC Digital Scanner	329.99	(6.50)
REGENCY MX-7000 AC/DC Digital Scanner	399.99	(7.00)
REGENCY Z-30 AC/DC Digital Scanner	129.99	(5.50)
REGENCY Z-45 AC/DC Digital Scanner	159.99	(5.00)
REGENCY Z-60 AC/DC Digital Scanner	178.99	(5.50)
Mobile Mounting Bracket for Z Scanners	5.99	(*)
REGENCY D-810 AC Digital Scanner	178.99	(5.50)
REGENCY ACT-R-1 AC/DC Crys. Single Channel	75.99	(4.00)
REGENCY RH-256 High Band Transceiver	399.99	(7.75)
REGENCY UC 102 Hi-VHF Hand Transceiver	119.99	(5.50)
REGENCY RU150B UHF Transceiver	439.99	(7.75)
Book "Top Secret Registry of Gov't Freuency"	12.95	(*)
Book "Covert Intelligence, Electronic Eavesdropping"	8.95	(*)
Book "Betty Bearcat Frequency Directory"	14.95	(*)
Book "Rail Scan Directory"	7.95	(*)
Book "Air Scan Directory"	12.95	(*)
RCD MRP-1 Single Channel Hand-Held	38.99	(3.00)
JIL SX-200 AC/DC Digital Scanner	189.99	(6.75)
FANON M8HLU DC Crystal Scanner	99.99	(5.00)
FANON PSK-1 AC Adapted for M8HLU	12.99	(*)
FANON Slim-8 HLU Crystal Hand-held Scanner	98.99	(5.00)
FOX BMP-1060 AC/DC Digital Scanner	129.99	(5.50)
FOX Mounting Bracket for BMP-1060	9.99	(*)
WHISTLER Spectrum Radar Detector	199.99	(5.00)
WHISTLER Remote Spectrum Radar Detector	199.99	(5.00)
ANT-1 Magnet Mount Mobile Scanner Antenna	29.99	(3.00)
ANT-6 Base Scanner Antenna w/50' cable	29.99	(3.00)

Regency® HX2000

$159.99 (Plus $7.00 Shipping each)

Digital Programmable 20 Channel Hand-Held Scanner with raised button keyboard for easy programming of the following frequency ranges: 118-136 MHz, 138-174 MHz, 406-512 MHz, 800-950 MHz (NOTE: This is the only hand-held portable scanner which will receive the 800-950 MHz range plus high band, air, and UHF). Features include priority, scan delay, memory backup, dual scan speed, channel lockout, jacks for external antenna and earphone, 90 day factory warranty, keyboard lockswitch, sidelit liquid crystal display for night use, program AM or FM mode, search or scan, size is 3" x 7" x 1½". Complete HX-2000 package includes Ni-Cad rechargeable batteries, wall charger adapter, protective carry case, and rubber antenna. All for the low price of only $159.99 plus $7.00 shipping each. (Optional extended warranty: 3 years $35; or 2 years $25.)

Regency® MX4000

$179.99 (Plus $7.00 Shipping each)

Digital programmable 20 channel scanner operates as a Base or Mobile unit or can be used as a portable with rechargeable Ni-Cad batteries included. MX4000 covers the following frequency ranges: 30-50 MHz, 118-174 MHz, 406-512 MHz, 800-950 MHZ. Features compact size of 5¼" x 2¼" x 7½", memory backup, scan delay, priority, dual scan speed, channel lockout, jacks for earphone and external antenna, keyboard lockswitch, one year factory warranty. Sidelit liquid crystal display for night use, program AM or FM mode, search or scan, reset button. Complete MX 4000 package includes telescopic antenna, mobile mounting bracket, mobile power cord, rechargeable Ni-Cad batteries, wall charger adapter. All for the low price of $179.99 plus $7.00 shipping each. (Optional extended warranty: 3 years $35; 2 years $25.) Optional cigarette lighter Plug #4000MPC $4.99.

Bearcat 100 XL

$199.99 (6.50 shipping) *Handheld digital programmable, no crystal portable scanner. 16 channels, search feature, plus more! Frequency range: 30-50, 118-174, 406-512 MHz. Included in the package is a flexible rubber antenna, earphone, battery charger/AC adapter, 6 AA Ni-Cad rechargeable batteries and a heavy duty carry case. All for the low price of:*

$199.99 (6.50 shipping)
(3 year extended warranty only $35.00, 2 year $25.00)

REGENCY RH-256 B

PROGRAMMABLE TRANSCEIVER

RH-256B Transceiver, 16 channel 12 VDC 2-way Radio fully programmable in transmit and receive mode. Includes built-in CTCSS tones for encode/decode, time-out timer, scan delay, 25 watts transmit power, priority, plus more. Frequency spread as shipped 152-158 MHz. Package includes mobile mike, bracket, mobile antenna, and all cables and instructions for installation. ***Special package deal only:*** **$399.99** *(7.75 shipping)*
(2 year extended warranty $49.00 — 3 year $69.00)

ORDERING INFORMATION

Call (518) 436-9606 to place orders by phone or mail orders to ***Scanner World,*** 10 New Scotland Av., Albany, NY 12208. Orders will be shipped same day received by United Parcel Service. ***Scanner World*** accepts VISA, MasterCard (COD shipments by United Parcel will be for cash or certified checks only). Mail orders with personal or business checks will be held 4 weeks for bank clearance. Orders with cashiers checks or money orders shipped same day received. Prices, specifications and terms subject to change without prior notice. If items are out of stock we will backorder and notify you of delivery date. All shipments are F.O.B. ***Scanner World*** warehouse in Albany, NY. We are not responsible for typographical errors. All merchandise carries full manufacturers warranty. Bid Proposals and Purchase orders accepted from Government agencies. Free full line catalogue available upon request. No minimum order. New York State Residents add 7% sales tax.

SHIPPING CHARGES

(*) Add ($) per scanner, and $3.00* for all accessories ordered at same time. C.O.D. shipments will be charged an additional $3.00 per package. Full insurance is included in shipping charges. All orders are shipped by United Parcel Service. Shipping charges are for continental USA only. Outside of continental USA, ask for shipping charge per scanner.

Scanner World, USA

10 New Scotland Ave., Albany, NY 12208

(518) 436-9606

Most orders Shipped Same Day Received!

NEW ZEALAND RAIL / CRUISE TOUR

February 12-25, 1987 Air / Land Tour
February 12-March 14, 1987 Complete Air / Tour / Cruise

Join us on a comprehensive Rail Tour of New Zealand, both islands, riding virtually all NZR passenger lines, and steam routes. Tour is fully escorted, including most meals, all admissions, trains, lake steamers, even a farm-stay.

Full package includes return Trans-Pacific cruise on SS Royal Odyssey to Fiji, Samoa and Hawaii.

Land Tour Only From $1899, plus air.
Full Cruise / Tour with air $3932.20 from Los Angeles, per person, based on double occupancy.
Low air add-ons from all U.S. Gateways.

TO BOOK and for COMPLETE DETAILS CALL / WRITE:

RAIL TRAVEL CENTER

1201 Pacific Ave. Tacoma, WA 98402 Phone: (206) 572-5850

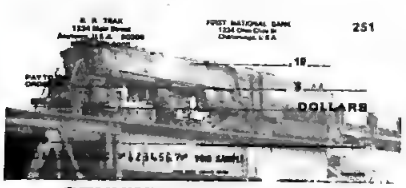
"Keith Clouse, the photographer, spent his early years in Sharpsburg, Pa., watching Pennsy E's rolling by on the Conemaugh line with mail and express trains. Keith still lives in Sharpsburg with his wife Norma, their son Keith Jr. and a big orange tabby named Jarvis. He works as an industrial planner for Limbach Company. Keith uses a lot of equipment for photography—I've told him that if he gets any more I'm renting a U-Haul on Sundays! For color slides he used two Minolta SRTs with a full complement of wide angle to telephoto lenses. His black & white work is done with a Mamiya 645 and two trusty Speed Graphics. In his basement, next to his N gauge railroad, he constructed a well equipped darkroom.

"I live on Pittsburgh's North Side, though I grew up on Mt. Troy where I could listen to B&O S2s working nearby Willow Grove Yard. My wife Susie and I share our home with a miniature schnauzer named Astro. I work at Salem Furnace Company as a construction estimator. My slide shooting is done with a Nikon FM2 (a gift from Susie) on which I use 35mm, 50mm, 105mm lenses and an 80-200mm zoom. In addition, I model in HO scale and recently completed kitbashing three P&LE U28s from AHM and Athearn parts.

"Keith and I have collaborated on articles since 1979 when we were first published in *Rails Northeast*. Since then our byline has appeared in *Trains, Railpace, Prototype Modeler* and the Western Maryland Society *Blue Mountain Express*.

"We've had lots of good times in our railfanning, and I'd like to think that's what it's all about."

TRAIN CHECKS



GENUINE BANK CHECKS FOR SERIOUS RAIL FANS

Railroaders no longer have to be satisfied with "generic" checks that look like everyone else's — or checks with small, smudgy drawings of locomotives next to their name.

For you, the serious rail fan, Identity Check Printers has created an exciting new series of TRAIN CHECKS.

Each time you write a check you steam through Illinois on an I.C. 4-8-2 — roar across Pennsylvania in an EA Class B&O Diesel Electric — haul iron ore along the shores of Lake Superior in a 2-8-8-4 Yellowstone — or smoothly cruise the "High Iron" in the Chessie GP38 #3802, the typical American Locomotive. Every rail fan will want to get on board with our TRAIN CHECKS.

These checks are available as an assortment only.

You don't have to order checks from your bank. Identity Check Printers will print all the information on your checks necessary to make them conform to A.B.A. Standards. Please ask your bank if the Federal Reserve has assigned them any new routing numbers. If they have changed their MICR layout, or if consecutive numbering on the M CR line is required but it is not already printed on your present checks. If so a specification sheet must be filled out by your bank and sent along with your order.

To process your order of Train Checks quickly and accurately we need:

1. **A check** in payment of the order. (U.S. Funds ONLY)
2. **A voided sample check.**
3. **A deposit slip.** (All information to be printed on checks should be indicated on the deposit slip.)
4. **The order form below** completely filled out. **Indicate starting number.** If none is given, checks will be printed beginning with No. 101.

ORDERS SHIPPED VIA 3RD CLASS MAIL — ALLOW FOUR TO SIX WEEKS FOR DELIVERY. RESIDENTS OUTSIDE U.S.A. WILL BE INVOICED FOR ADDITIONAL POSTAGE.

IDENTITY CHECK PRINTERS
BOX 149-D • PARK RIDGE, IL 60068-8012

These top-bound personal size checks are printed with sepia backgrounds. One part deposit slips and check register are included in each order.

Place my TRAIN CHECK ASST. order STARTING No. _____
☐ 200 checks — $12.00 ☐ 400 checks — $21.00
☐ Checkbook Cover (if needed) — $1.00
☐ First Class Mail (Optional - Faster Delivery) — $3.00

Ship To: _____
Address _____
City _____ State _____ Zip _____

Write for information regarding our other check designs 945

VIDEO
THE GLORY MACHINES

"The Glory Machines" tracks 31 railroads and 237 run-bys. This extraordinary documentary on laser-enhanced video tape was made from quality 16mm color film, some black and white, and contains very rare footage of steam, diesel and electric trains from 1928–1952.

"FIVE STARS — Great by any Standard" — Railfan & Railroad.
"Everything a railfan tape should have" — Model Railroader

64 minutes

$69.95

Postpaid in U.S.

Check or money order
VHS or Beta II
Florida residents add 5% tax

Herron Rail Services
2016 N. Village Avenue, Tampa, Florida 33612

OUR RAILROAD HERITAGE SERIES

ENJOY Carstens' "Heritage Series" of top quality softcover books. With excellent photo reproduction and informative captions, they capture the railroad scene of yesterday and today. All are 48 8½" x 11" pages in a horizontal format.

ELECTRIC HERITAGE OF THE LONG ISLAND RAIL ROAD, 1905-1975, by Ron Ziel and John Krause, looks at LIRR electric locomotives and m.u. cars from side-rod DD1s to today's M-1s. C-50 ..... $7.95

LACKAWANNA HERITAGE, 1947-1952, by John Krause and Ed Crist, covers the grand steam-diesel transition era of the DL&W with lots of action. C-51 ..... $7.95

BALTIMORE & OHIO HERITAGE, 1945-1955, by John Krause and Ed Crist, offers up a heady dose of steam from mighty 2-8-8-4s and doubleheaded 2-10-2s to dainty 4-4-2s on the old B&S. C-52 ..... $7.95

Order from: CARSTENS BOOKS, Dept. 4665
P.O. Box 700, Newton, NJ 07860

James D. Sheppard

Jim Sheppard, the author of "Carolina Mixed," is 58 years old and resides in Greenville, S.C., with his wife, Frances. He grew up in Laurens, S.C., and graduated from Princeton University in 1950. Having participated in the NROTC program there, he received a commission in the Navy and served on active duty for three years, travelling widely on the three ships to which he was assigned: a minelayer, a destroyer escort and finally a minesweeper.

In 1954 he went to work for the South Carolina National Bank in Greenville and remained there for 31 years, retiring in 1985. For the last few years at the bank, he was a vice president in the loan administration department.

Jim has been a railfan since the early 1940s and enjoys riding and photographing trains. He especially likes short line railroads, his current favorites being the Hartwell Railway, in which he is a stockholder, and the Greenville & Northern. The Ware Shoals Ry. was also a subject of interest until its recent demise; a picture by Jim of the Ware Shoals diesel was published in the April 1986 *Trains*.

Rio Grande Narrow Gauge Recollections

By John B. Norwood

If you read John's first Rio Grande book, you'll want this one too! It's John's *personal* account of the narrow gauge lines in Colorado and New Mexico. Hardbound, color cover and color section inside. Look for it. Coming very soon.

Price is $38.95, postage is $2.25.

In print again!

WABASH by Donald J. Heimburger covers this 2,500-mile mid-America railroad thoroughly. A 320-page hardbound with 550 photos. Includes history, complete photo coverage of steam and diesel locomotives, locomotive builder's chapter, passenger train chapter, complete roster, freight car coverage and much, much more. $38.95 and $2.25 postage.

East Broad Top

Along the East Broad Top is a new hardbound EBT book coming in the latter half of 1987. This book includes hundreds of unpublished photos with special surprises! Watch for it!

Other books currently available:

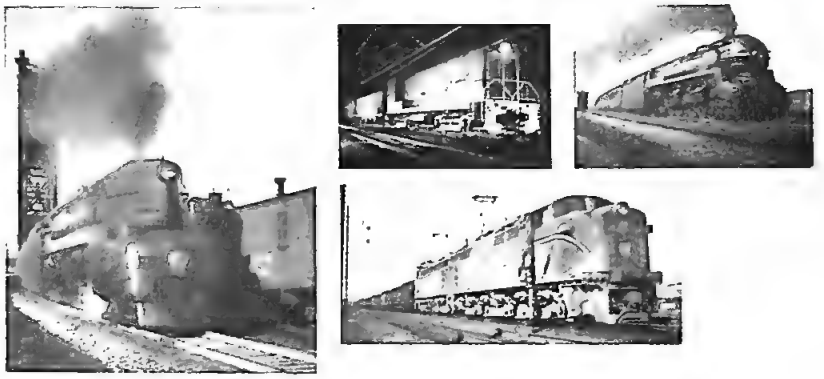
Spirit of the South Shore by William Raia. 200 photos. $11.95 and $1.50 postage softbound; $22.95 and $2.25 postage hardbound.

Rio Grande Steam Locomotives, big 9x12" hardbound covers standard gauge steam. $23.95 and $2.00 postage.

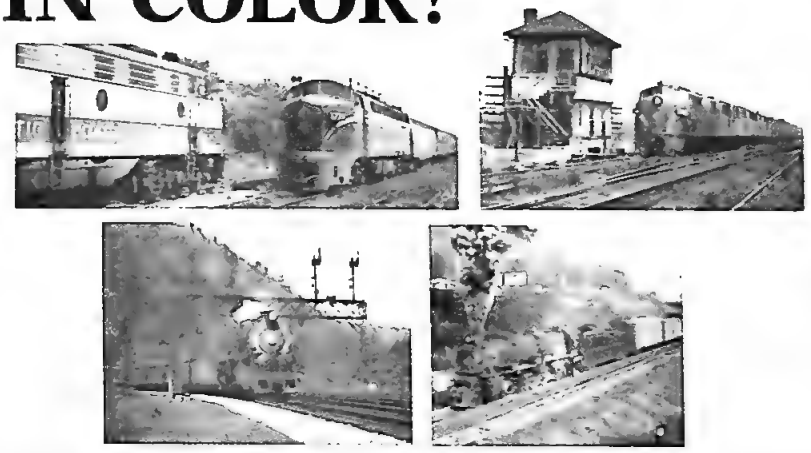
Add sales tax if applicable *Dealer inquiries invited*

HEIMBURGER HOUSE PUBLISHING CO.
310 Lathrop Ave.
River Forest, IL 60305

CAN YOU IMAGINE THESE PHOTOS



IN COLOR?



Can you imagine 296 brilliant, never-before-published color photos depicting all aspects of the Pennsylvania Railroad during the 1940s and 1950s?

Once advertised as a 160-page book in the special pre-publication limited collector's edition offer, this beautiful volume now has 204 pages and 28 additional color photos! The $39.95 price will be held for the first printing.

The book covers the PRR's dynamic history, as well as "iron, coal and steel America," in Don Ball's colorful fact-filled text. Personal anecdotes and recollections from ex-PRR employees supplement the text, adding a flavor of authenticity. The vast color photographic coverage of the Pennsylvania Railroad's great engines and trains in this volume is the result of thousands of hours of searching. The coverage follows the PRR's general north-to-south, east-to-west route structure.

The printer advises that the book will arrive in the U.S. from Japan on October 23, 1986. The book will be available direct from Elm Tree Books or your favorite book store.

THE PENNSYLVANIA RAILROAD

The 1940s and 1950s

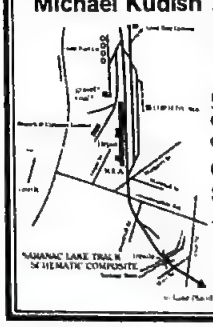
ELM TREE BOOKS, INC., P.O. Box 396, Chester, VT 05143

Where Did The Tracks Go:

2ND PRINTING

Following Railroad Grades in the Adirondacks

By **Michael Kudish**



"... Kudish's book will undoubtedly remain the standard reference work on the whole region for years to come." NEW YORK HISTORY OCT. 1985

"[Where Did The Tracks Go] has been received with great enthusiams by the members of the Rochester [New York] Chapter." RICHARD TICKNER, NRHS

Covers all Railroads to the present. Includes all known references and over 70 maps and schematics. Describes passenger service, lumber operations, mining. Details lines, stations, crossings, sidings, yards.

Gift Hardbound — $27.95
Softbound — $15.95
155 pp. 8½" x 11"
(NYS residents add 7%)

Please add $3.00 to cover shipping and handling.

The Chauncy Press
Turtle Pond Road, Dept. RR
Saranac Lake, New York 12983

Book reviews sent on request.

NEW FROM McMILLAN PUBLICATIONS

Bluebirds & Minutemen

BOSTON & MAINE: 1973-1983 BY TOM NELLIGAN

Once a down-and-out New England carrier, Boston & Maine became a maverick in contemporary railroading during the years leading to acquisition by Guilford Transportation. BLUEBIRDS & MINUTEMEN provides a look at a revitalizing decade of B&M, when B&M President Alan Dustin ushered in an era of new motive power, track rebuilding and route expansion.

$26.95 postpaid

•Black & white and color photography • Map
•152 pages •Hardcover •Color dustjacket

1987 SANTA FE CALENDAR

It's become an annual tradition: McMillan Publications' Santa Fe calendar. The 1987 edition features 14 classic scenes, all in color, all diesel—from PA's to F-units to SD40-2's. High quality paper and printing.

$8.95 postpaid

Order from:

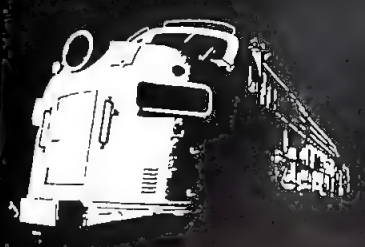
MasterCard VISA

Illinois residents add 6% sales tax. Sorry—no C.O.D.'s

McMillan Publications
3208 Halsey Drive
Woodridge, IL 60517

ALL COLOR!

CTC BOARD



CTC Board Magazine has become the western railroad magazine for the discerning railroad enthusiast, and here's why:

Timeliness: CTC Board is a news magazine and for news to be valuable it has to be timely. The events shaping western railroading are brought to you while they are still news thanks to the tightest deadlines of any monthly railroad news magazine.

Content: Every month we bring you detailed news columns covering all of the west's railroads from Alaska to Mexico and from the Pacific to the Mississippi. Our features are current and thorough covering all aspects of western railroading from photo locations to introducing new railroad technology.

Quality: We strive for the highest quality photo reproduction available resulting in color photos that jump off the page and black & white photos that look more like prints than reproductions.

Class: To finish off our extraordinary content we use contemporary graphics to make CTC Board the most attractive rail magazine available.

To really appreciate CTC Board Magazine, you have to see it. Give us a look by sending $2.00 for an introductory copy of a recent issue sent via first class mail. You'll be glad you did.

25 Buehler Ave
Oroville, CA 95965

He has a farily large collection of railroad antiques and collectibles, including books, annual passes, stock certificates, postcards, timetables, switch keys and medals. Jim is also a member of the Greenville Chapter NRHS.

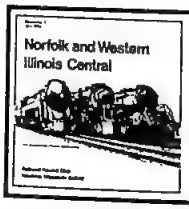
He and his wife have made five vacation trips to Europe since 1974 and, although these have not been railroad-oriented, Jim has photographed many railroad scenes on each of these trips. The last such journey was in 1984 to the Netherlands, East and West Germany, Austria, Hungary and Czechoslovaskia.

Jim rides his ten-speed bicycle a lot and always takes along a camera. His present bike is ten years old, and he has ridden it just over 25,000 miles. One of the trips he makes quite often is from Mauldin to Barksdale and back along a road that at many places closely parallels the track of the former C&WC. The roundtrip distance is 42 miles.

He is the treasurer of the Greenville Humane Society, which operates an animal shelter, and is also the treasurer of the Greenville unit of the Salvation Army. In addition to the C&WC article, Jim also wrote this WE'D LIKE YOU TO MEET . . . entry.

John Sistrunk

U.S. Air Force Captain John Sistrunk makes his debut as an author for R&R with his article in this issue on the Hartford & Slocomb Railroad (though this was not his first published feature, as he has had material in *Air Force Magazine*, *Combat & Crew Magazine* and *The Navigator Magazine*). He became acquainted with the H&S through his



N & W – I. C. RR

A 12" 33.3 rpm mono record of N&W steamers 602, 611, 131, 2123 others. Side 2 has I.C. 2727 and 2507. Lots of whistles and exhausts.

$9.95 pp in USA.
Foreign Orders Write First
RAILROAD RECORD CLUB
HAWKINS, WI 54530

Otto Perry, Master Railroad Photographer

by Charles Albi and William C. Jones

The photographs of Otto Perry span nearly 60 years and cover not only Colorado but the West and most parts of America. The authors worked closely with the Western History Dept. of the Denver Public Library where the collection is preserved, to select over 500 photos which are carefully reproduced in this 336 page book with quality hard binding. **$30.00**

Colorado Railroad Museum

DEPT. R, BOX 10,
GOLDEN COLO. 80402

SEND FOR OUR LATEST BOOK LISTS
Ask for "free" Iron Horse News.

assignment as an ROTC instructor at the nearby Troy State University in Troy, Alabama. Prior to his Alabama assignment, Capt. Sistrunk had been at Vandenberg AFB in California where he had been a missile launch officer and weapons operations instructor with the Minuteman weapons system.

John grew up in Perry, Florida, and first became interested in trains when visiting his maternal grandparents in Havana, Fla., on the Seaboard line between Richland, Ga., and Tallahassee. "I noticed those trains so clearly when I was a kid that I can remember them as F-units, even though I didn't know what they were at the time. But I sure remember the sound of those plain old EMD 567s at 1:00 or 2:00 o'clock in the morning...nothing else sounds like 'em."

Many years earlier, his paternal grandfather had been an engineer on the old logging railroads in the Florida panhandle, and John would often walk the abandoned narrow gauge right-of-ways through the woods while deer hunting. The local folks would still refer to the hunting trails by their railroad names like "the Turner Main Line" and "the wye."

Though he had an early interest in trains, it would be many years before they became a real hobby. In the meantime he became involved in drag racing and was on the pit crew of Neil Davis' F-Gas Corvette in World Championship competition. He learned photography to be able to capture the racing action.

With his father in the Air Force, John knew that would be the career for him, too. He got his Bachelor's Degree in Management at Florida State in 1976 and an MBA from Golden Gate University at Vandenberg in 1983 and attended numerous other Air Force schools along the way. He got into railroading in 1978 while assigned to Malmstrom AFB in Great Falls, Montana. He looked up the local model railroad club, and some of the members took him out on a railfanning expedition. He knew right away that it was the twelve-inch-to-the-foot stuff for him. "I got into railroading two weeks after getting married," he confesses, "but Maressa has been very understanding and supportive of my train chasing."

"One advantage of military travel is that I've been able to do a lot of dinosaur hunting—things that disappeared just weeks after I'd had a chance to shoot them. Although I've been railfanning just six or seven years, I've managed to see the *Rio Grande Zephyr*, the red GG1, DL&W m.u. cars, Utah Alcos, BN F-units on Marias Pass and such."

John's first encounter with R&R was when he called the office in 1983 trying to find out where to see the red GG1; he was on a two-week assignment in New Jersey and would have time to do some railfanning. Dick Yager from the *Daylight* crew would be in New Jersey at the same time, so we all teamed up to attend a "Morning Mass" at South Amboy and got some grand photos of the GG1s in action. We got together with him again on Cajon Pass during our "Escape from Winter" Amtrak trip in February 1984 and used his station wagon complete with California "ALCOFAN" license plate—to chase the *Louisiana World's Fair Daylight* from Portland to L.A. the following May. Most recently, he was with us throughout the Vancouver EXPO trip. With a sharp sense of humor and

VHS or Beta

10% off any 3

6060 STEEL IN THE SKY 6060

6060A Steel In The Sky An extraordinary 13 year retrospective of Canadian National's most famous locomotive: The Streamlined 6060. It concentrates on 6060 crossing 22 of Canada's most spectacular bridges. In addition it captures the engine from the river East of Quebec as it circles the craggy headlands and scours the hidden coves of the remote northern shore of the St. Lawrence River. Starts with the first run as an excursion engine in 1973. Follows with the first excursion to the United States. (Portland 1974) **28 mins. $29.95**

86 Expo Parade We positioned four cameras along the route to catch all 17 of Expo's performing steam engines in close-up detail and wide angle grandeur against the sky scrapers. No stills, no interviews, no Expo tents, just steam, smoke, bells and whistles. Sniff real hard and you can smell the valve oil. Plus the 'big' four engines quadruple heading, the Rocket pacing Vancouver Rapid Transit and a 'super' bonus: the splendid CPR Consolidation 3716 standing in for the Royal Hudson on the Squamish tourist run. **28 mins. $29.95**

Both 6060 and 86 in this one time only offer: $49.95

THE COMPLETE "EXPOSET"

2860 Royalty Across The Rockies **6060A Steel In The Sky**
8444-0 8444 Across Oregon **86 Expo Parade**

More than 2½ hours of steam in motion. Not all we hoped for came true at Expo 86, but this sure makes up for a lot that didn't.

All four tapes in this one time only offer $99.95. Ask the operator for "Exposet." Offer Expires 12/31/86

CALL NOW TOLL FREE 24 HOURS A DAY
Credit Card and COD Orders.
800-824-7888 *Op. 945*

We ship postage free in the U.S. Add $4.00 for U.P.S. Add $2.50 per tape for Canadian Postage

MASS RES. ADD 5% SALES TAX

Specify VHS or Beta
3 or more 10% off
(All sound & color)

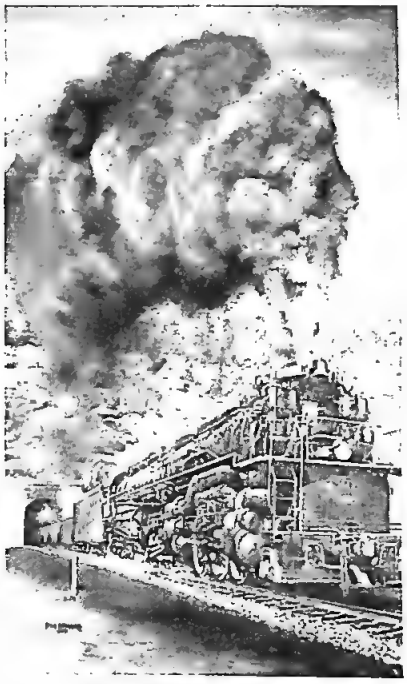
Sunday River Productions
P.O. Box 565 Concord, Mass 01742

The CHESAPEAKE & OHIO HISTORICAL SOCIETY, INC.

proudly announces the republication, after 30 years, of

CHESSIE'S ROAD

by Dr. Charles W. Turner



The original scholarly text has been supplemented by over 350 choice photographs, maps, and drawings, and new chapters by E.L. Huddleston and T.W. Dixon, dealing with:

- C&O history since 1949
- The B&O merger and its aftermath
- The Pere Marquette Railway
- The Hocking Valley Railway
- C&O locomotives and rolling stock
- The story of Chessie

. . . and much more! The size of the book is nearly double that of the original.

310 pages, 8½x11"
hardcover $29.95

C&OHS BOOKS
DEPT. 1
2450 Knob Hill Drive
Dubuque, Iowa 52001

The Bill Price Collection

Limited Edition
35mm Duplicate Slide Sets

20 slides per set.
$15.00 per set.

By now, almost everyone interested in railroad color photography has seen Bill's "Western Maryland Steam Album." The photography is excellent, and the printing sets a standard for others to try to attain. The slide sets listed below are all action . . . no roster or junk line items. No slides in these sets are from the book, but all are of the same quality.

These sets will be offered every two months in conjunction with The R.R. Wallin series (Everyone on the current Wallin mailing list will receive a copy of The Price Collection list). You can send $3.00 for the mailing list, or order from this ad.

Sets currently being offered are:

P-13—Boston and Maine Steam and Early Diesel Power and Trains.
P-14—Baltimore and Ohio Steam Action.
P-15—Pennsylvania Railroad Steam, Diesel and Electric Action.
P-16—Western Maryland Steam and Diesel Power and Trains.
P-17—Baltimore and Ohio Steam and Diesel Power and Trains.
P-18—Duluth, Missabe and Iron Range Power and Trains.

Al Chione
P.O. Box 3008
Evergreen, Colo. 80439

Early Diesel-Electric and Electric Locomotives Written as a guide to identify early diesel and electric locomotives. Includes the characteristics, weight and dimensions of locomotives and supplies a partial list of the railroads who used them. Features over 70 rare photos! $9.95 each.

Fundamentals Of The Steam Locomotive First published in 1949. Illustrations of components and early locomotives and information on erecting the locomotive. $6.50 each.

100 Years of Steam Locomotives Edited and compiled by the late Walter Lucas, the book was originally printed in 1957 and contains 278 pages. It's the best illustrative history of the steam locomotive we have ever seen. Over 900 photos and illustrations!
Rail hobbyists in general and model builders in particular will appreciate this volume. In fact, anyone familiar with the use of a simple scale can readily recreate a desired type of locomotive in miniature based on a given illustration in the volume.
$27.95 each.

Basic Steam Locomotive Maintenance *Now in paperback!* For the first time, one source combines the folios, drawings, charts, diagrams and tests used to educate generations of steam locomotive people, and was created by D.C. Buell, the innovator in railroad training. The book's 333 pages include more than 300 original illustrations and cover subjects such as hand firing, the theory of combustion, locomotive valves and valve gears, and other important aspects of steam locomotive. $21.95 each.

RAIL HERITAGE PUBLICATIONS
BOX 544, OMAHA, NEBRASKA 68101
ORDER BY PHONE TOLL FREE
1-800-228-9670

On orders under $10.00, add .50 per item for postage, handling, and insurance. Payment in U.S. funds only. Orders from U.S. and Canada only. Please allow 4 to 6 weeks for delivery.

an easy-going manner, John is a great person to railfan with because he can navigate and handle the logistics of traveling while being able to "think on his feet" in the midst of a train chase. He's both a leader and fine team player all wrapped into one.

John is very devoted to his wife and family (Jack, age 6½ and Becky, age 4½) and is all business when it comes to his military career, but he still finds time for other interests like antiques, WWII aircraft and music (big band, country and rock). "I stay so busy with my job that I've got time for only one major hobby," he notes. "I work hard, and I play hard, too." After keeping up with him throughout a week of long days and short nights at Vancouver, I'd surely agree with that—J.B.

Camera Bag

BY JIM BOYD

The Telephoto Mentality

There seems to be two types of railfan photographers: Those Who Shoot Telephoto and Those Who Don't. This was first brought home to me in 1985 when Ken Rattenne from California visited New Jersey for a few days of railfanning. He brought along a tape/slide show about railroading in the San Francisco Bay Area that included a high percentage of telephoto shots. When we got out along the D&H a couple of days later, I noticed that he seemed to use his telephoto a lot, as well. (And he was amazed and horrified that I wasn't using a telephoto at all.)

Both aspects of this surprised me, since I've been shooting telephoto since about 1965 when I had a manually pre-set 180mm piece of junk for my old Pentax (though it was cumbersome to work, it was a rather sharp lens and produced some excellent photos). But because of the cost of the lenses and the lack of a true need, I only have one telephoto lens (a Vivitar 75-205mm f3.8 zoom) that I use with my present Nikons. That zoom is adequite for most tele work that I have to do, but I have to shoot it nearly wide open under even the most perfect of cicrumstances, and it has a slight tendency to vignette the sky. Because I lack confidence in the lens, I tend to avoid using it.

The key-phrase here is the work "I have to do." In a situation where I *must* use a tele to get a shot, I grab the zoom and do the job. But I always grab that lens reluctantly and will almost never use the tele when there is an alternative shot with a normal or a wide angle lens. And that is not a healthy situation.

A good photographer will make use of the full range of lenses available to interpret his subject matter and create interesting and distinctive images. If you automatically eliminate one of your lens options before you start, you rather drastically reduce your field of creativity.

I "gave up" on telephoto work for two reasons: 1, I do not have a selection of good lenses, and 2, in the Northeast you really don't need telephotos for most railfan subjects. The two tend to go hand-in-hand. If I lived in the West, with its vast landscapes and clear skies, I would probably get the lenses I need. But in the East, where trees and cornfields tend to crowd the right-of-ways, a wide angle is often the better lens to use, and with that dark green foliage sucking up the photons, 1/500th at f5 is about normal exposure with Kodachrome 64, and shooting wide open at f3.8 is not uncommon with tele subjects. Since a telephoto is critical in depth of field, shooting wide open provides the minimum depth and the minimum sharpness that the lens has to offer—bringing it down a couple of stops would improve both the depth of field and image sharpness and reduce the vignetting effect that is usually most noticeable in the sky. For black & white, I will load my camera with ASA 400 Tri-X when I can anticipate that I will be working with tele or in marginal conditions, and the difference between Tri-X and the slower Plus-X is hardly noticeable on 8×10s used for magazine reproduction. I feel very comfortable working with my zoom/tele using ASA 400 film, as I'm now able to take the lens down a couple of stops to improve the quality across the board. (Of course, you cannot slow down your shutter speed with Kodachrome to compensate for the need for f-stops, because a tele amplifies the "shake" of a hand-held camera, demanding at least 1/500th of a

Vanishing Vistas Presents: VOLUME 1

Atchison, Topeka and Santa Fe Railway

- **Vanishing Vistas is proud to present the first in a series of volumes on the Santa Fe.**
- **Written in detail by noted Railroad historian Robert A. Le Massena.**
- **Superbly printed in brilliant full color.**
- **Thirty-four pages, 8" x 10" format photos.**

$9.95 plus $1.00 shipping. (Overseas orders $4.00 extra, U.S. funds.) California residents add 6% tax.

Vanishing Vistas®

™

RICHARD E. COX

P.O. BOX 15902R
SACRAMENTO, CA 95852-0902

ISBN 0-912935-00-6

second shutter speed for acceptable sharpness, and the faster color films suffer by comparison to the crisp K64.)

While visiting EXPO and chasing trains in Fraser Canyon early this summer, I found the tele coming out of the camera bag much more frequently than it did back home. That magic of Western vistas cried out for the tele. But while waiting for a PATH train to ride down to Hoboken out of Harrison, N.J., for the parade of sailing ships on the Fourth of July, I took a rather ordinary normal-lens shot of a Metroliner set that zipped through the station. A few days later I was comparing results with Mike Delvecchio who had been there with me, and he had a dynamite tele shot of that same Metroliner bent around the curve, all mooshed together in a forest of wires and signals and catenary poles.

This was as far as you could get from Fraser Canyon, railroadwise, and the tele made a great shot. I had never even considered the possibility of a tele shot there. That was when it really hit me that I had *stopped* "thinking telephoto." I had the lens with me and was anticipating using it almost exclusively to shoot the tall ships on the Hudson River, but it had not even occurred to me to use it on that Metroliner. We live and learn.

The flip side of this is those railfans who lock on their teles and don't think anything else. While Rattenne had been giving me a large dose of crap last year about not shooting tele, I noticed that he used almost nothing else on a chase of a D&H job with a C420 in the lead—and I'll bet that after all that compressed perspective tele effect, he doesn't have one shot that shows that elegant long Alco C420 nose. This may be a bit unfair, however, for I haven't seen his results from that trip.

The point of all of this is that we can sometimes drift into habits we don't even realize we've acquired. I had been an admirer of John Gruber and his pioneering tele images in *Trains* photo spreads of the early 1960s and had been one of the "first kids on the block" to start shooting tele back then. But more recently, living in the East and not having a good tele to work with, I stopped looking at a long lens as an option in day-to-day railfan photography. I think I'll put a good, fast 180mm back on my Christmas list and see if I can correct the error of my ways.

TRAIN SIMULATOR

Used by major U.S. railroads to train their locomotive engineers.

$125 per program IBM PC compatible with track profile capability.

NOW AVAILABLE. . .

$95 per program for APPLE PC without profile capability.

The Railway Educational Bureau
1809 Capitol Avenue
Omaha, Nebraska 68102
(402) 346-4300
Call Toll Free:
1-800-228-9670
8:00 A.M. — 4:00 P.M.
Central Time

Baldwin 5 Chime STEAM WHISTLE
Beautiful, quality-made, aluminum whistles with authentic locomotive sounds. $22.50

THE CANNONBALL
One Of The Most Exciting Watches Ever To Come Down The Line

The Perfect Gift For Railroaders
- Hop aboard the Cannonball and let your imagination ride this miniature train to a Journey to Anywhere...
- The gold and black locomotive chugs around the track once a minute...
- The watches are 17 jewel, full lever, Swiss made, shock resistant, anti-magnetic and have a full year's guarantee...
- Gold plated case; Black suede band; Gift boxed...

☐ MEN'S SIZE . . . $49.95 ☐ LADIES SIZE . . . $49.95

CAPS and OVERALLS
Caps . . . 5.00 ea.
Bandanas 1.50 ea.
Overalls Full Range of Sizes
6/9 month 15.95
Toddlers (12 mo.-24 mo.) . . . 16.95
Boys' (2 yr.-12 yr.) 16.95
Men's (13-50) 25.50

Use your Visa or MasterCard. Payment required prior to shipment. Illinois residents add 5% sales tax. Add $1.50 UPS charge. Write for free catalog.

The Depot of Sullivan
Dept. R F, Sullivan, IL 61951 (217) 797-6351

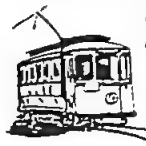
RAILROAD BOOKS

WORLD ATLAS OF RAILWAYS
Hundreds of illustrations, maps, and photographs in black & white and full color. Packed with detailed technological information on the railroads as they exist today.
224 pages..... $12.98

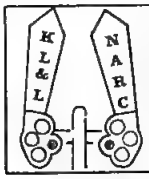
AMTRAK
The complete story of AMTRAK!! Over 100 rare photos, complete data on all rolling stock and routes. Treasured collector's item for railway buffs and hobbyists.
160 pages..... $17.95

Add $3 UPS per order.
CATALOGUE $1.50-FREE WITH ORDER.
VISA — M/CARD
DAVE'S MODEL TOYS
416 S. Rolling Rd. Dept. RMC
Catonsville, MD. 21228
301-788-8814

TROLLEY TALK *since 1954*
59 Euclid Ave., Wyoming, OH 45215



Bimonthly TALK about prototypes and models
$1.00 per copy
$5.00 per year
(Canada add $2.00)
Send for list of back issues.



The National Association of Railroadiana Collectors invites you to join a new dynamic organization. Membership includes a subscription to "Key, Lock & Lantern" - the world's leading magazine of railroadiana collecting.
Write for complete information or send $2.75 for a sample of "KL&L"
National Association of Railroadiana Collectors
P O Box 15
Spencerport, N Y 14559

Pentrex
Proudly Presents
SteamExpo
WITNESS THE SPECTACLE OF STEAMEXPO IN VANCOUVER, CANADA DURING EXPO 86.

Highlights Include:
The Grand Parade of Steam
SteamExpo Exhibit Site
Close-up View of Each Loco

A Once In a Lifetime Event!!

Special Steam Bonus:
Daylight to Hollywood — In March 1986, the SP 4449 Daylight steamed down to Hollywood from Portland. We share that special event with you.

The Daylight at its finest!!

ALL THIS STEAM ACTION INCLUDED IN A 60 MINUTE VIDEOTAPE.

$49.95 VHS or BETA
Check or Money Order
"WRITE FOR FREE CATALOG"
P.O. Box 94911
Pasadena, CA 91109
Pentrex

CANADA CLASSICS
-ROAMING THE ROCKIES-

"CN 6060 FREIGHT TO VANCOUVER"

The "Sleeper" event of 1986 as in just 4 months the 4-8-2 #6060 is rebuilt and run on a grain train to Vancouver for SteamEXPO. See unique scenes of the last 10 days of the restoration, the steam-up, and the 2 day trip on the CN Mainline through some of western Canada's most beautiful scenery. The opening shot is worth the price of this tape! Introduction narration with old film clips. May 1986. Color, sound.
73 minutes ..... $59.95 (U.S.)

"VIA F's IN THE ROCKIES"

Classic streamline passenger trains with the last transcontinental F's in North America. See FP7's and FP9's on VIA trains such as the CANADIAN, the SUPER CONTINENTAL, and SKEENA. On CP's famous Kicking Horse Pass, the Spiral Tunnels, snowsheds and more. CN area around Jasper with combined SKEENA and Super Continental trains. Superb scenery and Classic F's whose days are numbered combine for AN ACTION PACKED PROGRAM.
71 Minutes ..... $59.95 (U.S.)

For First Class mail and CANADA orders add $2.00 for 1 or two tapes. Otherwise U.S. orders sent third class. Prompt and courteous service. State VHS or Beta Format. Mastercard and Visa Accepted. Call or write today with your order. Free Catalog Available. Don't miss out!

GREG SCHOLL VIDEO PRODUCTIONS
P.O. BOX 123 R-10
BATAVIA, OHIO 45103
(513) 732-0660

NEW ENGLAND RAILROADING CALENDAR
12 Full Color 8"×10"
captioned photos
Space for Appointments
$4.25 postpaid U.S. only
Canada—$5.50 postal money order
allow 3-4 wks delivery
Mystic Valley Railway Society
P.O. Box 486
Hyde Park, MA 02136-0486
Dealer Inquiries Invited

Transit Currents

Washington opens

With balloons and orange pennants, the Washington Metropolitan Area Transit Authority opened the 9.1-mile Orange Line rapid transit extension to Vienna, Virginia, on June 7, 1986. The new extension, the last piece of the Metro system to open until the 1990s, saw 26,000 free opening-day ride tickets handed out at the stations. When the first train left Vienna at 8:00 a.m., there were several hundred passengers on it.

Crowds are likely to be a regular thing on this newest part of the Washington Metro System. Parking lots built at some of the new stations already are in danger of running out of space before everybody has had a chance to get to the train to ride to work. On June 9, Monday, 21,417 passengers boarded at the stations at East and West Falls Church, Dunn Loring and Vienna. By the second week of operation, ridership was well ahead of expectations at about 24,000+ per day.

The 9.1-mile Orange Line extesion to Vienna runs along the I-66 corridor. Rail passengers can enjoy the delight of zapping past hordes of cars stuck in traffic. Bus services are to be expanded to feed the rapid trasit extension. The Orange Line trains will operate every six minutes at rush hour and eleven minutes off-peak; the trip from Vienna to the Metro Center takes 30 minutes; rush hour fare is $2.30. Off-peak the fare is $1.10.

The shops and a service and inspection yard as well as rail storage facilities are located across I-66 from the West Falls Church Metro Station.

The information—and one of the opening day pennants!—was supplied by Marion J. Zych, Jr.

New Orleans: BOSH!

Still recovering from its September 28 celebration of the September 26, 1985, 150th birthday of the St. Charles streetcar line, New Orleans looks to what might be an interesting future in this area. According to Joseph Razek, on September 19, just before the big celebration, Car No. 919 was returned to New Orleans with much fanfare, including a jazz parade by the Olympia Brass Band. October 11 saw the arrival of Car 957, which crept into the city with less fanfare. Both cars had been in Dallas and in good original condition. Car 919 is thought to have cost the taxpayers $70,000. Car 924 is expected to arrive in the near future. This is the work of BOSH: Bring Our Streetcars Home.

The streetcars are returning home, and it appears that everyone had so much fun at the birthday party for the St. Charles line (it included 30 streetcars, decorated Mardi Gras style, with jazz bands on board) that the streetcar parade from Lafayette Square to the carbarn and carbarn tours may become an annual event.

Keep your fingers crossed: Wilbur T. Golson sends information that the transit authority in New Orleans is getting ever more serious about expanding the streetcar system. The RTA is now working to get $30 million in federal money to repair tracks and roadbeds, overhaul motors and work on the overhead trolley system of the St. Charles Line. There is also a plan to add about three more miles of track to the west end of Canal Street. Eventually, this could be extended all the way back downtown, making a complete trolley loop around the busiest portions of New Orleans. The future is always problematic, but encouraging the idea of a revival of major streetcar operations in New Orleans is the fact that the rights-of-way for more of the former streetcar operations are still there, in the center of the broad boulevards and streets.

Harmony Route revisited

The Pittsburgh, Harmony, Butler & Newcastle Railway served an area to the north of Pittsburgh until its abandonment in mid-August of 1931, so it has been well over a half century since the last car ran on the Harmony route. Believe it or not, the Pennsylvania Railway Museum (P.O. Box 832, Pittsburgh, PA 15230) has discovered an opportunity to make the Harmony route come alive for the present and for future generations. The secret lies in the Ranch Bar near Ellwood City, because the building houses the only Harmony Route interurban carbody which has survived.

The car was converted into a diner and later into a bar. Subsequent additions have further surrounded and hidden the carbody. The bar owner is planning to expand and rebuild his structure, and an agreement has been reached to remove the interurban during the construction project. The PRMA folks are not exactly sure which car it is other than that it is one of the 16 46-foot railroad-roof type wooden interurban cars built for the Harmony Route by the St. Louis Car Company. Cars 101 through 112 were built in 1907 for the opening of the line; cars 113 through 116 were built to the same design in 1909.

Much expense and trouble is required in getting the car out of the bar, transporting it to Arden Trolley Museum for storage and eventually restoring the car to operating condition. Interested folks should contact PRMA "Harmony Car Fund," c/o Louis J. Redman, Treasurer, 7115 Church Ave., Pittsburgh, PA 15202.

News from Toronto

There is a bit of a flap in Toronto over the light rail line proposed on Spadina Avenue between Bloor Street and Queen's Quay. The $36 million project proposed by the Toronto Transit Commission would see streetcars on an exclusive right-of-way on Spadina Avenue. To accomplish this the street would be widened, the sidewalks narrowed and the present angle parking replaced by parallel parking with the loss of 100 parking spaces. People in the garment district, as well as others along Spadina Avenue, are upset at the loss of parking space and the fact that the light rail cars will make fewer stops than the

BY GEORGE M. SMERK

Orange Line to Vienna, Va.

current bus service. The thought behind the light rail line along the waterfront is that it would relieve pressure on the Bloor-Danforth and particularly the Yonge Street subway lines.

The Toronto Transit Commission is also making noises that they would like to replace with diesel buses by 1990 the 150 trolley buses now operated. The Toronto City Council is not happy about the idea, and another flap is expected over that issue. Regardless of current matters, the TTC is laying long distance plans for a 25-year program of improvements which will include additional subway and light rail lines.

The TTC's Scarborough line suffered a derailment through an open switch. One news item that I saw said that car 3007 dropped onto a reaction rail, which drove the motor and part of the truck assembly through the floor boards.

In any case, the ALRT system is an exciting new technology and apparently a credit to the Urban Transportation Development Corporation. This Crown Corporation, by the way, is up for sale because it has lost over $17 million in the last decade. There is a rumor that Bombardier may purchase it from the Province of Ontario.

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

Tampa & Ybor City Street Railway

Promotors have approached the City Council of Tampa, Florida, to recreate an antique trolley operation between the Columbia Restaurant and the Performing Arts Center by means of the Tampa & Ybor City Street Railway. The trolley idea was dreamed up by a special committee of the Greater Tampa Chamber of Commerce and has won the support of the Chamber's Board of Govenors, the Ybor City Chamber of Commerce and the Tampa Merchants Associations.

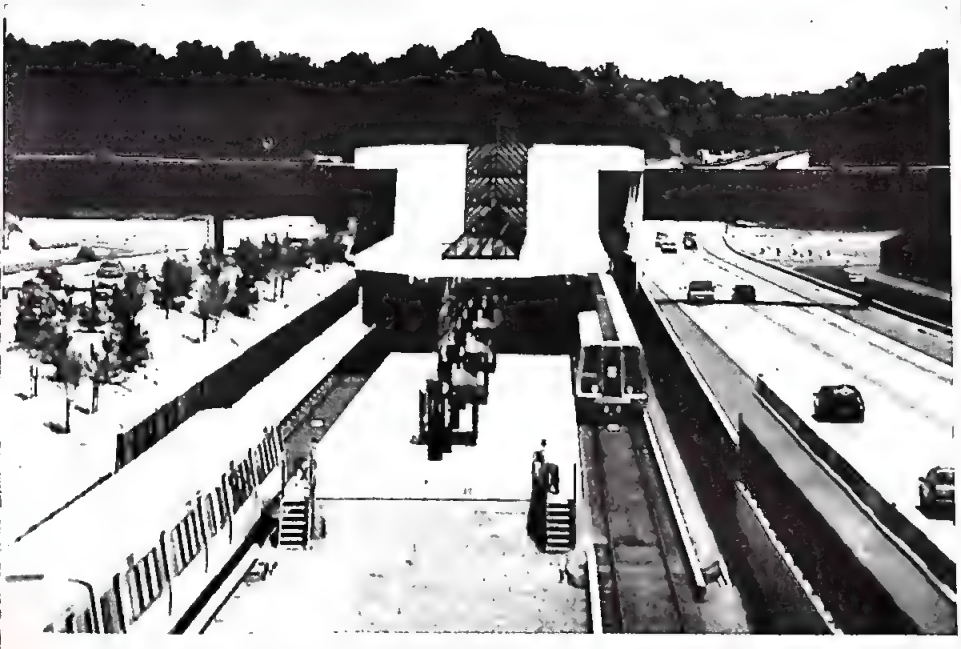
Existing Seaboard System tracks along Polk Street and the Nick Nuccio Parkway between Tampa and Ybor City would be used. New trackage would have to be put into Franklin Street in downtown Tampa and along Eighth Avenue in Ybor City. Those pushing for the trolley see it as not only a tourist attraction but also one of major usefulness to permanent residents of the city.

Fort Collins update

April 30, 1986, saw a favorable decision in the case concerning the Fort Collins Municipal Railway and property owners along Mountain Avenue. The Railway is operating on a portion of this street, and the line is being extended eastward to the downtown portion of the city. The property owners sought to stop the trolley operation and construction.

With the favorable decision, construction is going on apace. May 1986 saw extensive track work as well as completion of the overhead installation from Roosevelt to Scott Street along Mountain Avenue. For more information, contact Fort Collins Municipal

MARION J. ZYCH, JR.



THE D.C. METRO Orange Line has reached its new western terminus at Vienna, Va., at the end of a 9-mile extension opened on June 7, 1986. Within a week, the line was carrying its expected 24,000+ daily riders. This completes the present system; there will be no new extensions until the early 1990s.

1987 TROLLEY CALENDAR

13 B & W Photos

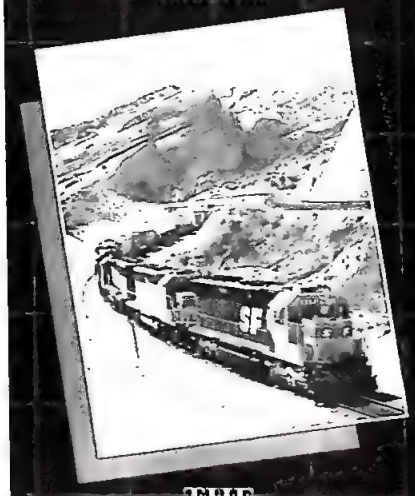
Send $5.00

Plus $1.50 Postage & Handling

TROLLEY, INC. P.O. Box A-2057 New Bedford, MA 02741

Pentrex

Proudly Presents



THE BEST OF 1985

A SPECIAL TWO HOUR ACTION PACKED VIDEOTAPE OF MODERN RAILROADING AT IT'S FINEST

Highlights Include:

McCloud River Steam Excursion
Union Pacific Jr. Old-Timer's Special
Barnum and Bailey's Circus Train
EMD SD60 Demo units on the Santa Fe
Santa Fe's General Electric 839-8's
Tehachapi Loop
1985 National Motorcar Championships
New SPSF color scheme
Burlington Northern on Marias Pass
Private Railroad Car Convention
British Columbia Railway Highlights
Southern Pacific, Amtrak and MORE!

$60.00 VHS or BETA
Check or Money Order
"WRITE FOR FREE CATALOG"
P.O. Box 94911 Pasadena, CA 91109

Pentrex

ALCO builder's photos, specifications

Original builder's photos of Alco locomotives, steam, diesel, electric, most plants, 1880-1968. 140-page illustrated catalog - $5.00 postpaid.
Also Alco's painting diagrams for diesel locomotives. Send $2.00 for detailed list.

ALCO HISTORIC PHOTOS
P.O. Box 655
Schenectady, N.Y. 12301

A continuing project of the Mohawk & Hudson Chapter National Railway Historical Society

RAILROAD HERALDS
As Reviewed In September '84 RAILFAN
Colorfully reproduced in polyurethane plastic from handcrafted wood carvings. Over 30 to choose from, large 17"x14" format, includes shipping
ONLY $17.95 EACH
SEND TO Rail Plaque 1022 Wesley Oak Park, IL 60304 FOR FREE BROCHURE

A RUGGED SHOCK PROTECTED
Only... 14.95 RAILROAD WATCH
With a fine jeweled movement

BEAUTIFULLY ENGRAVED BACKPLATE

Here's a rugged, shock protected, Railroad Pocket Watch that's truly dependable and very accurate. And it's so low priced! Precision European movement. Large, easy to read markings — bright, sharp face. Deeply engraved backplate depicting a steam locomotive in action.

No. 5573—Field Master Railroad Watch $14.95
No. 5145—Pocket Watch Chain .....$ 3.98
No. 5146—Heavy-Duty, Double Link Chain .....$ 4.98
No. 5135—Leather Watch Belt Holder .....$ 3.98

★ NOW AVAILABLE IN LIMITED QUANTITIES ★
17 JEWEL MODEL WITH DOUBLE EMBOSSED CASE

For only a few dollars more you get an exacting, 17 JEWEL MOVEMENT. Thick, satin-finish, golden case of real heirloom quality and extra deep relief, locomotive scene on backplate.

No. 5579—17 Jewel Field Master Railroad Watch 19.95

Send Order To: FOSTER-TRENT, INC., DEPT. 265-G
2345 BOSTON POST ROAD, LARCHMONT, N.Y. 10538
Include $1.90 Postage & Handling.

JOHNSTOWN TRACTION
"The longest lived small city system"
94 page, 6x9, soft-cover Book, with 80+ photographs.....$10.00
AT YOUR DEALER or ADD $0.75 by MAIL (PA RES. ADD SALES TAX)
BEN ROHRBECK TRACTION PUBLICATIONS
1003 N. Chester Road
West Chester, Pa. 19380

TRAINS ON STAMPS
Starter Collection with approvals $1.00
Satisfaction Guaranteed
MILMED
P.O. Box 297RF
Aurora CO 80040

Transit Currents

BY GEORGE M. SMERK

Railway Society, P.O. Box 635, Fort Collins, CO 80522.

Flashes

Charles Bogart brought to my attention two **PUBLICATIONS** that should be of interest to readers. The first is *Trends before Metrorail: A Metrorail Before-and-After Study Report.* This examines the trends in the Washington, D.C. area. Its number is DOT-1-82-33; the U.S. Government Printing Office number is 361-428-2287. Another item of interest is *San Diego Trolley: The First Three Years,* a summary report published in November 1984. Its number is DOT-1-85-10; its U.S. Government Printing Office number is 0-461-816-10272. I'm not sure of the cost. These volumes may still be available from Norman Paulhus, Office of Technology Sharing, Office of the Secretary, U.S. Department of Transportation, Washington, DC 20590.

The **ILLINOIS RAILWAY MUSEUM** now has early Philadelphia Broad Street subway cars No. 55 and 126 on the property. Number 55 will be preserved and operated, while the 126 will be used for spare parts. With the cars IRM now has an excellent example of an East Coast rapid transit car of the classic era.

Inside Track, the newsletter for the members of the Market Street Railway Company of San Francisco tells the sad news of the death of **CHARLIE SMALLWOOD.** He died April 16 at his home in the Richmond district of San Francisco. Smallwood was the prime chronicler of the Market Street Railway in his book *The White Front Cars of San Francisco.* He was an outstanding transit historian, photographer and photo collector.

Bernard L. Albert has been visiting **PHILADELPHIA** and using the commuter line to the airport. He notes that the first timetable issued for this service called it "The Airport High Speed Line;" now the name has been changed to "Airport Rail Line." The last timetable also includes a new stop at the renovated station at Temple University. Running time now from Airport Terminal E to North Broad Street is 37 minutes. The one-way fare is now $3.75 at the peak and $2.25 off peak. The Airport Line is operated independently from the other eight services, which are linked by means of the downtown commuter tunnel. Dr. Albert rode the SEPTA airport service and found that Philadelphia's 1985 summer water shortage had slowed the washing of transit equipment. Riding the line in early 1986, he found the cars spick-and-span inside and out.

Videos

"Burlington Northern Railroad Classics," from the Burlington Northern Railroad, Suite C-50, Continental Plaza, 777 Main Street, Fort Worth, TX 76102. Five videotapes of varying length at $39.95 each or $170.00 for the complete set ($2.00 shipping per order, Texas residents add 4½% tax). VHS only. Availability ends January 1, 1987.

The Burlington Northern has delved into its vaults and come up with ten promotional and safety films, produced by itself and three of its predecessor roads (GN, NP and CB&Q), which have been put on VHS videotape. Each tape presents two films of varying length. Some of the older films are from slightly damaged prints and contain momentary skips at old splices, but the overall reproduction quality is excellent, with the viewing quality reflecting the age and character of the original film (obviously, the newer the better).

Tape 1 begins with "Empire on Parade," produced by the Great Northern in the mid-1950s, which lasts 46 minutes and is in full color. This is a superb film that explores the GN's "empire," beginning with Jim Hill in the Old West, describing the railroad's influence on the growth of industry and agriculture in the area. But it is the excellent footage of orange and green diesels that make this a great railfan tape. You get lots of A-B-B-A FTs/F3s/F7s (and even an A-B set of Alcos) in the stock car/freezer/40-foot boxcar era, including a shot of a Baldwin switcher and a brakeman working a stem-winder hand brake on a flatcar. It's a railroad of semaphores and CTC, and the film includes plenty of "action calendar shot" views of passing trains (plus one fine runby with a 4-8-4) and a pacing sequence with the *Empire Builder.* The depiction of the aluminum, copper, agriculture and logging industries along the route is very interesting. There is some interesting footage of sawmill operations including a shot of logs being dumped from skeleton log cars. This film has the best vintage railfan interest of the lot.

The second film on Tape 1 is a 15-minute black & white ride on GN's heavyweight *Empire Builder* of the 1930s. Originally a silent film with title blocks, this one has had a music track added but no narration. The steam engines frequently get clipped short, but there is some fine footage on the boxcab electrics and the construction and opening of Cascade Tunnel.

Tape 2 features *"California Zephyr,"* a 28-minute color film done by the CB&Q in the early 1950s. For a travelogue, this film has a lot for the railfan with some very good photography of the train from lineside with F3s on the Q and WP and PAs on the D&RGW, along with lots of scenery from the domes. The interior scenes are staged, but they give a good look at the accommodations on the domeliner. There are some great shots following the obs through the Front Range tunnels.

The second film on Tape 2 is a real sleeper and maybe the most interesting of the entire group. "Path of a Giant" is a 12-minute full color safety film done by the BN in the early 1980s that uses dramatic camera angles to impress the viewer with the sheer mass and speed of the trains that they may encounter at grade crossings. The on-board and lineside views of trains include all sorts of power from SD45s to F-unit pusher sets, and it's great railfan stuff. Without preaching, the film will

leave you with a healthy respect for the railroad and convince you that it is not a place to trespass either in a vehicle or on foot. It should be required viewing in every school and driver education course.

Tape 3 features BN's superb "Portrait of a Railroad," which is quite simply probably the best railroad publicity film ever done. It uses creative camera angles and a haunting musical score with simple, direct and intelligent narration. The 28-minute film was prepared by the BN in the early 1970s and was a top industrial film award winner. From a railfan standpoint, it provides some truly outstanding train action, including one awesome aerial shot that starts off with the entire train and pulls alongside to zoom right up to the engineer in the cab.

The second film on Tape 3 is "Western Coal Connection," a 12-minute color look at the construction and opening of the Gillette-Orin, Wyoming, coal line, with interesting documentation of the construction and plenty of coal train action.

Tape 4 begins with a silent, black & white NP film of the 1930s (no music track added) entitled "East Bound Through the U.S., The Dramatic Story of a Transcontinental Train." This is the heavyweight era on the *North Coast Limited*, with occasonal glimpses of the 4-8-4 up front and lots of scenery as viewed from the open platform obs. The smoke-hazed Chicago it glorifies as a destination doesn't look very appealing today.

"Mr. Dobbs Goes To Colorado," the second film on Tape 4, is a hilariously corny travelogue put together by the CB&Q in the 1950s to promote the *Denver Zephyr*, which gets some good coverage with E7s, E8s and A-B-A E5s. The theme is Mr. and Mrs. Dobbs showing home movies of their trip to Colorado with the background music supplied by the living room "Victrola" while they narrate. "Westbound with the Bickersons," might be a better title. The 29-minute color film has a few good *Zephyr* scenes, but it is mostly a tour of Denver/Colorado Springs mountain attractons, including a ride on the Manitou & Pikes Peak and some vintage busses.

Tape 5 begins with the last film made by the GN, "The Lively World of Great Northern," an eleven-minute color promotional film of the 1960s. There are numerous action shots of the GN in its image-changing era with plenty of orange and green power around but some of the blue and grays showing up—the *Empire Builder* is now all blue with SDP45s. Pitches about marketing are interspersed with views of a quartet of GP35s booming through the snow or a U25B panned through the trees (albeit to the sound of EMD engines). There's a blue Geep delivering a load of Boeing 747 parts and a look at the Alaska carferry operation.

It's back to black & white and silence for the final film, "Alaska," a ten-minute NP product of the 1930s with lots of scenery from a steamship but minimal railroading—although there are views of the Copper River & Northwestern (a standard gauge line that went 195 miles inland from Cordova, Alaska) and the Alaska Railroad, in steam, of course.

Putting these vintage films on tape is an excellent idea and will make generally available some fine material that would be prohibitively expensive if done on sound film. The BN is closing out this tape offer on January 1, 1987, so don't delay if you want to add these to your collecton—J.B.

A MAJOR NEW BOOK FOR 1986 . . .

BY RAIL TO THE BOARDWALK

THE CROWDS rode behind Camelbacks and in electric cars—their destination: Atlantic City and the Jersey seacoast. This was America's summer playground, and for years the mighty Pennsylvania Railroad and archrival Reading fought each other with faster, always faster schedules.

When hard times hit, they joined hands to form the Pennsylvania-Reading-Seashore Lines. As Atlantic City declined and New Jersey's highway network grew, the PRSL retrenched. But it was marvelous while it lasted and this new book by Richard Gladulich is the last word on the history of the PRSL and its predecessors, Atlantic City Railroad and West Jersey & Seashore.

Pick up this new book and you'll find:

- Eight chapters covering South Jersey railroad history from the founding of Atlantic City to the end of the PRSL's corporate existence in 1976.
- Coverage of main lines, branch lines, Boardwalk Flyers and commuter trains, freight, the WJ&S third-rail electrics, the Camden Bridge subway and its later extension as the highly successful PATCO transit line. RDCs, Camelbacks, K-4s and more!
- A chapter on Atlantic City streetcars, Brilliners and the Shore Fast interurban line.
- Maps, rosters, terminals, the ferry fleet, and nearly 600 photos, many of which have never before been published!
- A full-color dust jacket painting by Larry Fisher showing both a PRSL steam-powered passenger train and a Shore Fast interurban crossing the Thorofare waterway coming into Atlantic City.

BY RAIL TO THE BOARDWALK
By RICHARD GLADULICH
336 pages, 550+ photos, appendix, index, 8½x11", hardbound with color jacket. ISBN 87046-076-5.
Trans-Anglo 276 ..... $47.95
(Shipping $1.50; Californians please add 6% sales tax)

Scheduled release date: Sept. 1986

TRANS-ANGLO BOOKS
INTERURBAN PRESS
P.O. Box 6444 • Glendale, CA 91205

Railnews

NORFOLK SOUTHERN In late August Norfolk Southern withdrew its bid to buy Conrail, as it became more and more obvious that oppostion in Congress was going to stall the decision further. A Conrail spokesman observed that this would permit his railroad to "continue to work with Congress and the Administration toward the goal of enacting legislation this year that would enable Conrail to be returned to the private sector via a public stock offering."

With the Conrail matter resolved for the moment, NS is now reviewing its options, which may include possible merger partners elsewhere, and speculation is high that they are looking westward.

Robert B. Claytor is due to retire on December 31, 1986, as chairman and chief executive officer of Norfolk Southern, and his successor will be Arnold B. McKinnon, formerly executive vice president—marketing. McKinnon joined the Southern Railway in 1951 and worked his way up through the law department. Claytor will remain as a member of the NS board of directors.

The obvious railfan question is "what will become of the steam program?" There has been no official statement on the matter one way or another, but a good indication is that work is continuing on the N&W 2-6-6-4 1218, and the N&W 4-6-2 578 from the museum in Worthington, Ohio, has been moved to the NS Bimingham steam shop. Jim Bistline will retire this year as general manager of the steam program and will be succeeded by Carl Jensen. Bistline has always been proud of the fact that his excursion programs have remained within budget, and there is no doubt that they have generated an immeasurable amount of good will for the company.

Late reports out of the Birmingham shop indicate that some unexpected problems have been encountered with the 2-6-6-4 that will probably prevent its operation much before the end of the year. Its trips were scheduled to permit N&W 4-8-4 611 to operate in its place if this should happen, as now appears likely.

NO SP&SF MERGER? In a four-to-one decision on July 24, 1986, the ICC rejected Santa Fe Southern Pacific's bid to merge its two railroads, the Atchison, Topeka & Santa Fe Railway and the Southern Pacific Transportation Company. Thus, with three years of work jammed into 26 volumes and 40 pounds of documents, did this latest merger attempt apparently come to a conclusion. The ICC rejection of the railroad merger means that the Santa Fe (in the form of the parent Santa Fe Southern Pacific Corporation) is allowed to absorb and keep all non-railroad Southern Pacific properties—the major and most financially rewarding part of the company—and must divest itself of either or both of the railroads to comply with the ruling.

Expecting the merger to be approved, Santa Fe management was shocked at the Washington, D.C., hearing, which lasted only 17 minutes and took into consideration only two of the 100 items on its agenda. The first was: Would the merger be in the public's interest? The vote was 4-1 for approval. The second was: Would the anticompetitive effects of the merger outweigh the public's benefits? The answer was 4-1, yes it would. Merger denied.

In making its ruling, the Commission gave the SFSP Corporation two years to come up with a workable railroad divestiture plan, providing that any expected appeals are likewise rejected.

Thwarted once before as marriage partners due to internal squabbling between the two companies, the current railroad merger attempt began in September 1983 with the announcement of an intent to merge. Shortly thereafter, on December 23, 1983, the corporate parents and all subsidiaries except the railroads were merged into the SFSP umbrella corporation. Contrary to rumors circulating in railfan press, the merger of all non-railroad assets is complete and final, the only question before the ICC and the Chicago management of Santa Fe is what course will be taken regarding the two railroads.

Final jockeying back and forth found the Deparment of Transportation supporting the merger and the Justice Department against it. The Justice Department complaints were that 3½% of total traffic in the post merger operation would be captive, a complaint not raised in previous railroad mergers where an even higher percentage of freight traffic would stay on line.

As was expected, competing railroads acted from the start to either derail the merger or demand to be cut in for a substantial piece of the financial pie. Union Pacific wanted trackage rights almost everywhere the Santa Fe and SP went, and Kansas City Southern wanted the merged railroad to act as its agent in California in order for it solicit freight. Meanwhile, the Rio Grande wanted the entire Overland Route, trackage rights in Oregon and northern California and a number of locomotives and freight cars, for which it was willing to pay a mere $43 million dollars. Santa Fe management dismissed the Rio Grande bid as ridiculous, claiming scrap value for the Overland Route would exceed $375 million dollars by itself. In an effort to appease the Department of Justice, the Santa Fe and the Burlington Northern signed an agreement in 1985 to allow the BN to solicit a certain part of the anticipated 3½% captive freight.

If the merger were to be granted, sources close to the ICC said they would have stated the Union Pacific receive all its trackage rights, but the Rio Grande would be denied its request, though given preferential treatment for freight over the Overland Route.

With an appeal said to be in the works, the Santa Fe has a number of options: it can ask the ICC to review its own decision, appeal to the ICC with new evidence to support the merger, go directly to the Federal Appeals Court (in California, Illinois or D.C.), sell one or both of the railroads, or finally, sell portions of whichever railroad is considered anti-competitive. The written ICC decision is due in October, outlining why the merger was turned down, and there's not likely to be any firm action taken until then. As far as the Southern Pacific standing alone as a railroad, without the profits of the other companies that were part of SP Corporation, there is deemed little chance of surviving as a separate entity without merger, absorption or abandonment.

What about that garish red paint scheme? Santa Fe is scrapping it, and all locomotives scheduled through the shops for repainting are to get the traditional blue and yellow. All locomotives currently in the red and yellow paint scheme will stay that way until class III overhauls. The SP is apparently doing the same thing, with a return to scarlet and gray—DAVID C. LUSTIG.

GET READY FOR THE K4 In June 1986 Doyle McCormack of the 4449 *Daylight* crew was brought in to do a mechanical evaluation of PRR K4 4-6-2 1361 that had been retrieved from display on Horseshoe Curve in September 1985. His inspection found the locomotive to be in reasonably good shape and with no apparent problems that would hamper a restoration.

Thanks to state money lined up by Assemblyman Rick Geist and the support of Conrail, work was begun on the K4 in the Juniata Car Shop in Altoona. In August, the board of the Railroaders Memorial Museum authorized the hiring of McCormack to help supervise the overhaul of the locomotive, using mainly volunteer labor. It has been estimated that the job should take about ten working weeks, which should see the 1361 under steam in November 1986.

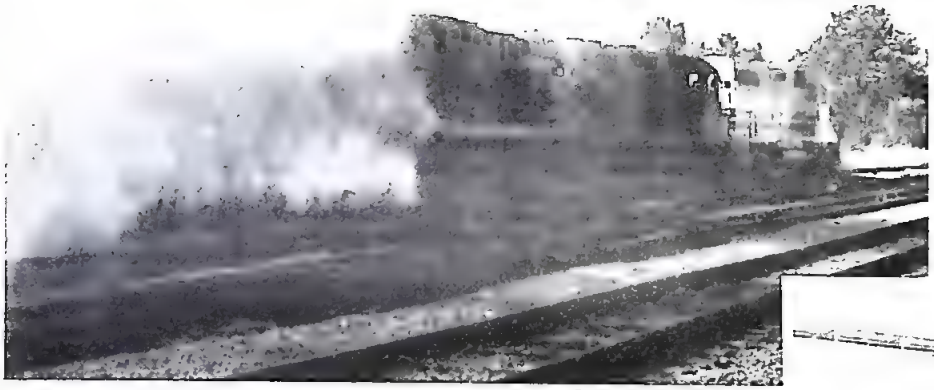
THE ROCHESTER & SOUTHERN Fifty four years after the last Buffalo, Rochester & Pittsburgh train left Rochester, N.Y., the BR&P property was finally sold. The "103 miles of lines owned by the BR&P and operated by the B&O have been sold to the Rochester & Southern Railroad, Inc.," noted B&O Pennsylvania Division General Manager G.S. Athanas, spelling the end of the BR&P's paper existence in its former hometown.

After many delays, on July 18, 1986, the ICC approved the transfer of ownership of the B&O from Rochester to Ashford Junction with trackage rights into Salamanca yard. On July 20, the last B&O freight RS-97 left Rochester at 9:55 a.m. behind GP30 6916 and three other units. The Rochester & Southern (a subsidiary of Genesee & Wyoming Industries) began operations at 12:01 a.m. on the 21st with a roster of three leased P&LE MP15s (1585, 1589 and 1597) and two G&W C424ms (62 and 63). Six ex-Conrail (NYC) GP40s were still being processed by Chrome Locomotive and not available for opening day, though they began to arrive the following week.

The R&S has set up headquarters in the former-B&O Brooks Avenue Yard Office just south of Rochester. Operations see southbound RS-1 departing mid/late mornings Monday, Wednesday and Friday, returning from Salamanca on the crew's rest with SR-2 on Tuesday, Thursday and Saturday. Rochester yard and Belt Line operations are handled by day and afternoon crews. The B&O dispatcher out of Punxutawney, Pa., presently handles the dispatching, though the R&S is installing its own radio-repeater system (160.77) to handle the task. B&O power still occasionally comes through on unit coal trains for Kodak or a local utility company—DAVID J. MONTE VERDE.

A CLOUD OF DUST Railfan Pete Swanson was photographing the Genesee & Wyoming at P&L Junction, N.Y., on June 20, 1986, and got more than he expected. Three G&W units (GP38s 51 and 50 and C424m 61) had just returned from taking the salt train to the

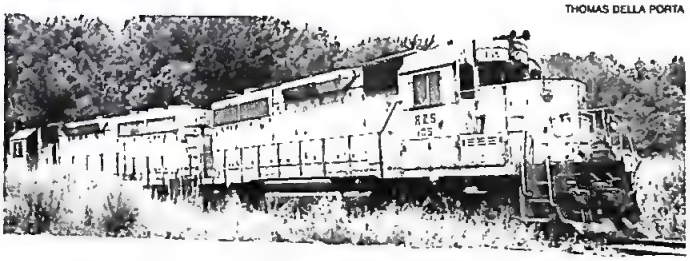
Goodbye, G&W 61!

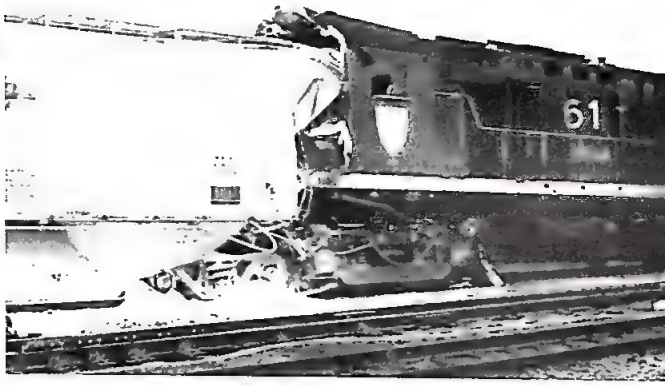


A CLOUD OF DUST obscured the moment of impact (left) when four runaway covered hoppers struck three G&W light engines at P&L Junction, N.Y. Twenty minutes earlier they had passed through LeRoy (above) just moments before children turned the hoppers loose. Alco 61 suffered heavy damage, though none of the crew was seriously hurt. Two GP40s of G&W's new Rochester & Southern were in Rochester (bottom left) on July 27, 1986.

THREE PHOTOS PETE SWANSON

THOMAS DELLA PORTA





D&H/Conrail interchange at Silver Springs and were running light back to P&L Junction. As Swanson watched them ease through the yard, preparing to stop for a switch, four covered hoppers rolling at about 45 m.p.h. suddenly slammed into the rear unit, Alco 61. The hoppers had been turned loose by children from a siding in LeRoy after the engines had passed there, gaining speed on the main line downgrade into P&L Junction. The loads of clay for the Lapp Insulator plant at LeRoy erupted in a cloud of dust on impact with the slow-moving diesels, which were shoved about 400 yards down the track before everything stopped. There was no one seriously hurt, but the 61 will probably be cannibalized.

ARKANSAS & MISSOURI The Burlington Northern is beginning an interesting experiment in spinning off *profitable* segments of its railroad to short line operators. Their logic is that if their overall system brings in a, say, 6% return, then any segment that nets only about 1½% simply drags down the system average, even though it isn't *losing* money. In the hands of a locally-managed operator with less cumbersome labor agreements, such lines could become good "customers," supplying the BN with a healthy interchange business.

The former Frisco line between Ft. Smith, Arkansas, and Monett, Missouri, 133 miles, has been sold to the Rail Management Services group that is presently operating the Maryland & Delaware and the Ontario Lines in New York. Tony Hannold is heading west to manage the new operation, and he is taking with him a half-dozen or so Alcos from the leasing fleet at Federalsburg, Maryland. Observed en route west in August 1986 were two C420s, two T6s, an RS1 and an RS32, all painted and lettered in a handsome maroon with gold and blue or red trim (see page 2). If this strategy is successful, the BN may be looking to spin off other marginal lines, a la the ICG.

TP&W INDEPENDENT AGAIN? It just may be one of the quickest merger-unmergers in railroad history. The Santa Fe, which bought out the Penn Central/PRR's 50% interest in the Toledo, Peoria & Western in 1979 and absorbed it into the AT&SF in 1984, announced in August 1986 that it is offering the 267-mile line from Logansport, Ind., to Lomax, Ill., to some interested short line bidders. In spite of efforts to "enhance efficiency and increase traffic," the old TP&W has been a marginal operation for the Santa Fe, and President John Swartz announced, "We have therefore concluded that selling the former TP&W to a short line operator who could concentrate on serving shippers and communities along the line would be in the best interest of all concerned." He would not name the "several individuals and organizatons" who have approached the Santa Fe about the line. In June 1986 the 33-mile former-TP&W line from LaHarpe to Keokuk had been sold to the Keokuk Junction Ry.

SOUTH SHORE TO KANSAS CITY? The Illinois Central Gulf has just announced an agreement to sell 631 miles of the old GM&O main line from Joliet, Ill., to St. Louis and Kansas City, Mo., to the Venango River Corporation, owner of the Chicago South Shore & South Bend. The new Venango River subsidiary is the Chicago, Missouri & Western Railway, which will pay $81 million for the line which generated about $153 million in traffic for the ICG in 1985. No locomotives or rolling stock are included in the initial deal. The new company will, however, assume the responsibility for the Chicago to St. Louis (and Springfield, Ill.) Amtrak passenger trains.

F7S ON THE MOVE The ex-C&NW F7s owned by Rails Diversified of Ohio have been sold to the Maryland Midland. RDI sold its Reading 4-8-4 2102 to the Blue Mountain & Reading and is disposing of some of its passenger cars, as well.

Meanwhile, Carl Lehman reports that seven of U.S. Steel's "Atlantic City F-units" from Wyoming (March 1982 R&R) have arrived in San Antonio, Texas, after being purchased by George Pierce. He has leased part of the SP diesel shop to overhaul the units and intends to paint them Dallas Cowboys' blue and silver with TEXAS SOUTHERN lettering. They will be used on football specials to Dallas and Houston as well as other passenger charters. The units involved are F7As 723A, 724A and 726A plus F7Bs 712B, 723B, 724B and 726B.

The Canadian National F-units that we covered in the July '86 issue were making news as the magazine hit the stands. They showed up in Ontario and became a fixture (A-B-A set, no less) on the "Nanticoke Job" out of Hamilton. Other units were working out of Toronto. Just as suddenly as they arrived, they have apparently departed for the West or been withdrawn from service. We won't try to predict their whereabouts in the fall of 1986, although we hear that they may show up on the Nanticoke Job again. Check it out.

WAYNE COUNTY The newest owner and operator of a BL2 is the Chamber of Commerce of Wayne County, Pennsylvania. The locomotive is Bangor & Aroostook 54, the only BL2 painted in the new red/black/gray BAR colors, and it arrived in Honesdale on the Fourth of July. The unit is to be used on the Chamber's "Stourbridge Line" passenger excursions over Delaware Otsego's Lackawaxen & Stourbridge, the freight operator of the former Erie line from Lackawaxen to Hawley and Honesdale along the route of the original Delaware & Hudson Canal. The BL2's first passenger runs were on July 19-20 and 26-27, and it will operate again during fall foliage on October 4-5, 11-12 and 18-19, plus a fantrip on the 26th. The July excursions were near sell-outs, carrying over 2000 passengers. For tickets for the October runs, contact the Wayne County Chamber of Commerce, 742 Main Street, Honesdale, PA 18431, or call 717/253-1960. The trains will depart Honesdale at 9:30 a.m. and 2:30 p.m. each day for the 50-mile round trips to Lackawaxen.

Although the BAR requested that its name and herald be removed from the unit, its striking livery made such a favorable impression that it will be kept in the BAR colors (the herald and name have been tastefully replaced with the CofC seal and "THE STOURBRIDGE LINE" in an art deco panel). The train consists of handsomely restored ex-DL&W m.u. cars. NYS&W RS3 101 was on hand for the first trips.

INSTEAD OF NKP 765 The insurance crisis shot down the entire summer schedule of trips set up for Nickel Plate 2-8-4 765. After the initial setback of Conrail requiring the unobtainable $25 million liability insurance, a number of groups were feverishly lining up non-Conrail routings on Chessie, Metro-North, Delaware Otsego and N.J. Transit. But for various reasons (generally insufficient lead time to plan, advertise and sell tickets), one by one all the groups except Tri-State and Jersey Central NRHS Chapters had to back out, including the Minuteman '86 Convention in Boston. Although they held out until the last possible moment, the New Jersey chapters simply could not foot the entire cost of the ferry move for the 765 from Ohio by themselves. Rather than cancel their trips on August 2-3 from Hoboken, N.J., to Port Jervis, N.Y., over N.J. Transit, the chapters enlisted the help of the Blue Mountain & Reading and in less than a week arranged for a substitute steam engine (BM&R 4-6-2 425) and train (BM&R's "green" consist of ex-DL&W m.u.s). With the help of a pair of Morristown & Erie Alcos, the 425 handled the big train, consisting of a dozen coaches, the BM&R's home-made open platform obs and three First Class cars, including ex-LV observation 353. It was the private cars that made the trip possible, as a last-minute insurance snag was resolved through the Private Car Owners Association. The reaction of the ticketholders to the locomotive substitution was favorable, and the overwhelming reaction was that they were happy that the trip was not cancelled. The BM&R's Reading 4-8-4 2102 was not used because it "outlawed" on flue time the day before the trip.

REGARDING INSURANCE We were in error when we stated in the July RAILNEWS that the NRHS Rail Tours insurance was not being renewed. On March 31, 1986, the day prior to the annual renewal of the $3 million liability policy (used by nearly all NRHS chapters for their main line excursions), Rail Tours was notified that the coverage would be reduced to $1 million. Rail tours could still supply that first million, but any trip operators would have to come up with any additional coverage themselves from other sources. The typical going rate on non-Conrail operators this year has been $3-5 million.

GUSTED GOOSE! On April 13, 1986, the Colorado zephyrs were blowing briskly around Golden. In the middle of that Sunday morning the workers in the Colorado Railroad Museum heard a "modest crash" and looked outside to see the boxcar body of Rio Grande Southern *Galloping Goose* No.7 laid over on its side. The body, it turns out, had been unbolted from the frame for some underbody work, and wind gusts recorded nearby at 80 m.p.h. apparently did the rest. As the museum's newsletter observed, "even with all the misfortunes recorded on the dispatcher's train sheets we have here at the museum, the RGS never had one *blown* over."

On a more serious note, the Chicago & North Western made the news in August when winds blew freight cars carrying hazardous chemicals off the Kate Shelley Bridge in Iowa.

RAYMOND LOEWY "The Father of Streamlining," Raymond Loewy, died on July 14, 1986, at his home in Monte Carlo at the age of 92. The French-born stylist was recognized as one of the most influential industrial designers in the United States, and his work is still visible everywhere—he designed the eagle logo used by the U.S. Postal Service, for instance. Though the general public will probably remember him for the Studebaker, railfans will think of the *North Coast Limited*, Baldwin Sharks, FM switchers and his ultimate rail achievement, the PRR GG1 electric. Loewy immensely enjoyed his work, and he took great delight in "autographing" the 4935 at its dedication in pinstripe livery for Amtrak in Washington, D.C., in 1977. We have, indeed, lost a friend.

Raymond Loewy will be honored in a PBS television documentary, "Looking Back to the Future," which will be airing at 10:00 p.m. on October 12 (check your local listings). The one-hour documentary was prepared by KCET/Los Angeles.

THURSO RAILWAY The last traditional logging railway east of the Rocky Mountains ceased service in June 1986. After almost 60 years of service, the Thurso & Nation Valley, known more recently as the Thurso Railway, was abandoned in favor of truck haulage. Only the operations around the Thurso pulp and paper mill will be retained, along with GE 70-tonners 7 and 11 (the railway's two other 70-tonners, 12 and 13, and 50-tonner 10 will be sold). The T&NV operated over 50 miles of track northward from Thurso, Quebec, situated on the CP between Montreal and Ottawa. It completely dieselized in 1947, one of the earliest lines in Canada to do so. Motive power has been GE 70 and 50-tonners. The last train to traverse the entire railroad was June 20; it delivered a scrapper's gon to the north end of the track and picked up the last loads of logs and stray rolling stock. The Bytown Railway Society's ex-CPR caboose and ex-T&NV business car were in the consist, headed by 70-tonner 12—DOUGLAS SMITH and DAVID STREMES.

THE LAST LOGGER? The Thurso Railway *was* the last logging railroad east of the Rockies until the Allegheny Railroad opened last year. Based in Warren, Pa., the ALY operates 149 miles of the former-PRR line between Emporium and Erie, Pa., and is owned by Hammermill Paper (recently acquired by International Paper). It is used primarily for handling logs on huge new skeleton flats to Hammermill's Erie mill. A massive rehabilitation effort is nearly complete. Two B&LE SD9s, two Shawmut Geeps and a Knox & Kane Geep were on lease during the project. Normal motive power on the line is two ex-CR GP40s in orange and blue (March '86 R&R) and three CF7s in Santa Fe livery.

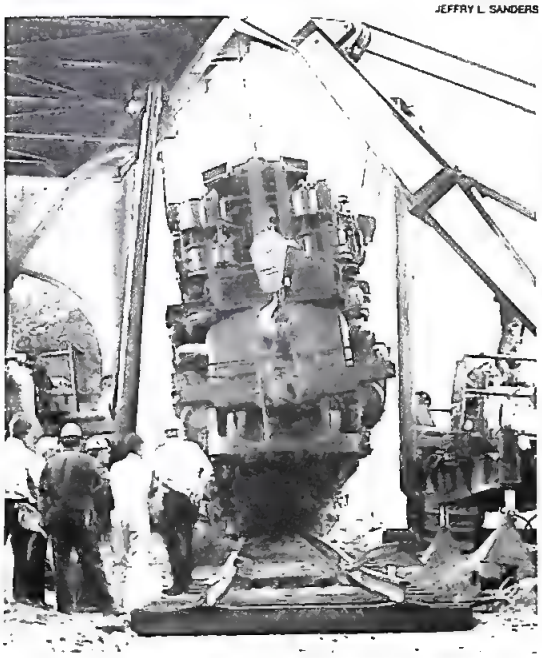
THE ALLEGHENY Ever since Hurricane Juan ravaged the old Roanoke Transportation Museum in Wasena Park in Roanoke, Va., last November, their biggest exhibit, C&O 2-6-6-6 1604, has been leaning against a bridge pier and resting on washed-out track. In the meantime, the Virginia Transportation Museum has moved to new quarters on higher ground, along the N&W main line just west of the passenger station in downtown Roanoke.

The 2-6-6-6 has been "on loan" to the museum for 17 years, and when it was moved out of Wasena Park on August 5, 1986, it was bound for a new home. Retrieved by CSX, the Allegheny will go to Baltimore where it will become the centerpiece of a new railroad-theme shopping center a block west of the B&O Railroad Museum. The monster departed Roanoke reluctantly, though, snapping numerous cables as it was being lifted onto rebuilt track. Nearly clear of the park and onto the nearby N&W track, an aluminum fence pole snagged the towing cable and slipped it off the locomotive. The all-roller-bearing-equipped 1608 suddenly took off back down into the park and would probably have plunged into the river had the panel track not given way, derailing and stopping it—shades of GG1 4876 and Washington Union Station.

J M BOYD

INSTEAD OF NKP 765, Blue Mountain & Reading 4-6-2 425 was heading up the "Eastern Steam Spectacular" fantrip on N.J. Transit's ex-Erie main line through Ramsey, N.J., on August 2, 1986. Hal Carstens' office was once in that upper left window in the former Ramsey Journal Building, which was modified after a fire.

JEFFRY L. SANDERS



THE ALLEGHENY was removed from its washed-out track in Roanoke on August 5, 1986. It is going to Baltimore.

CORNELIUS W. HAUCK

GUSTED GOOSE! A wind gust estimated at 80 m.p.h. overturned the box body of RGS *Galloping Goose* 7 at the Colorado Railroad Museum on April 13.

DOUGLAS N. W. SMITH

THURSO RAILWAY closed down its main line operations in June 1986. Here a typical log train with three 70-tonners was southbound near Duhamel, Quebec.

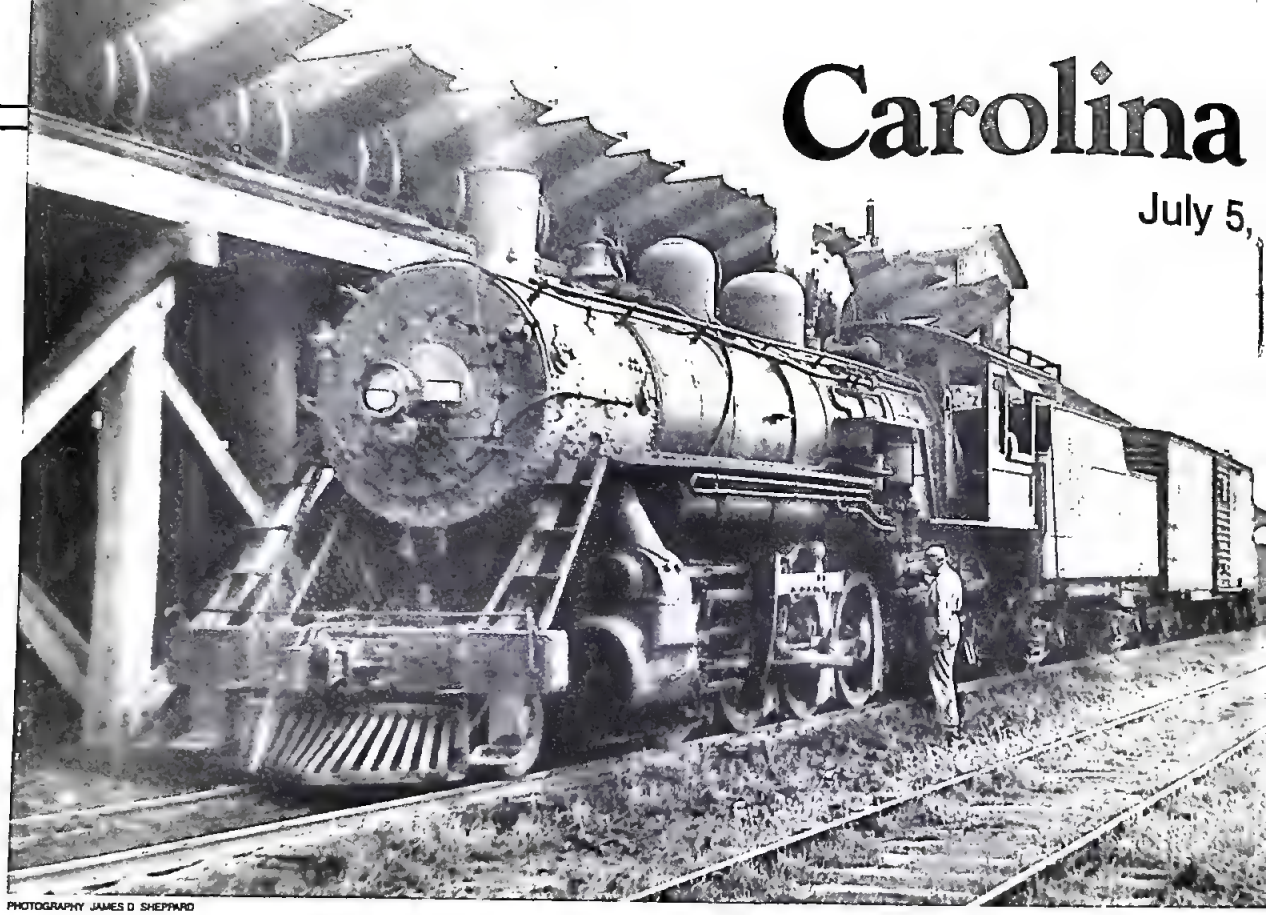
F7S ON THE MOVE include USS units now in San Antonio, Texas, for excursion service and an A-B-A set of CNs on the Nanticoke Turn at Nanticoke, Ontario, on June 14, 1986.

CARL M. LEHMAN

DAVE ORI

Carolina

July 5,



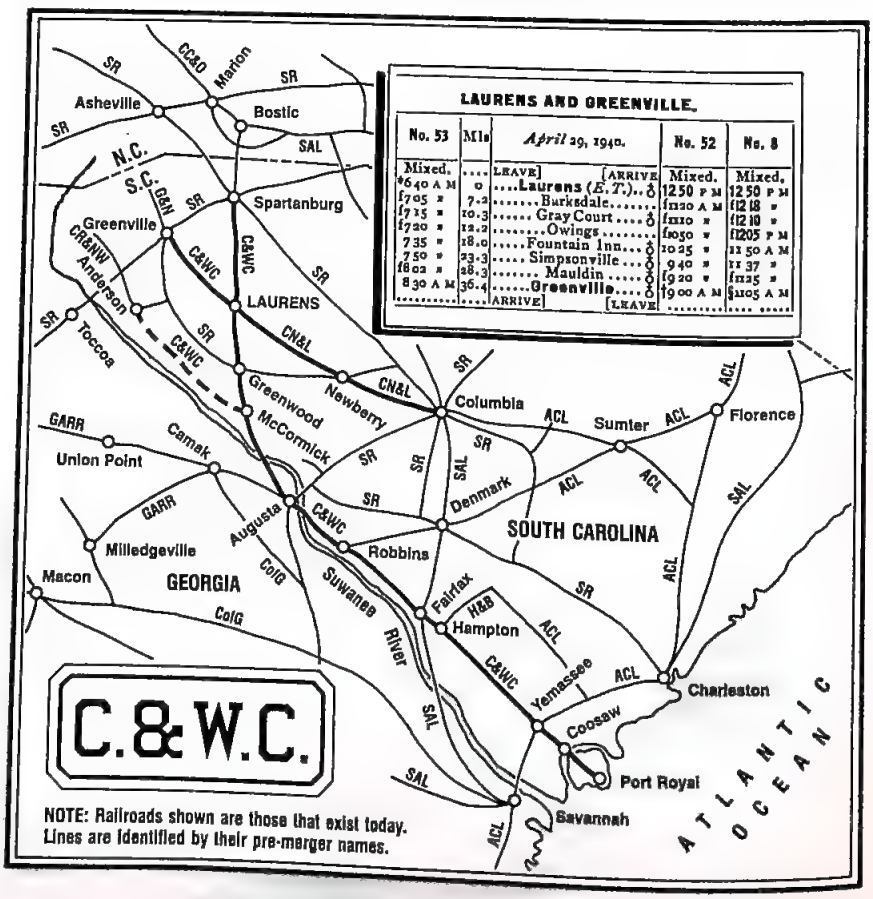
PHOTOGRAPHY JAMES D SHEPPARD

C&WC GENERAL SUPERINTENDENT L.S. Jeffords used office car 100, shown in June 1942 at the C&WC/CN&L Laurens depot. The car had been used by U.S. President McKinley until 1901. Mikado 812 was at the coal chutes at Irby Yard in Laurens in 1941. With Mr. Jeffords permission, 13-year-old Jim Sheppard rode its cab to Spartanburg.

It was 3:00 o'clock in the morning on Monday, July 5, 1943, in Laurens, South Carolina, and I was sleepy-eyed, having just gotten out of bed. At age 15, I had just completed the ninth grade at Laurens High School. Later this morning I was going to be a passenger (the *only* one, as it turned out) on the daily mixed train on the Greenville Branch of the Charleston & Western Carolina Railway. The ride would be from Laurens to Greenville, 36 miles, returning the same day.

In the meantime, I had to deliver the daily *Greenville News* to the 125-or-so customers along my paper route. After getting dressed, I rode my bicycle one mile to the entrance of the City Hall on the Square in downtown Laurens, where the delivery truck from Greenville had left my bundle of papers. As I folded some of the papers to make them easier to throw long distances, I glanced at the headlines which told of heavy fighting in New Guinea, a raid by the Royal Air Force on Cologne and an attack by Flying Fortresses on some U-boat pens. On a lighter note, the Fourth of July weekend had reportedly been a quiet one in Greenville because of gasoline rationing and rather cool weather. The weather was expected to be better on Monday.

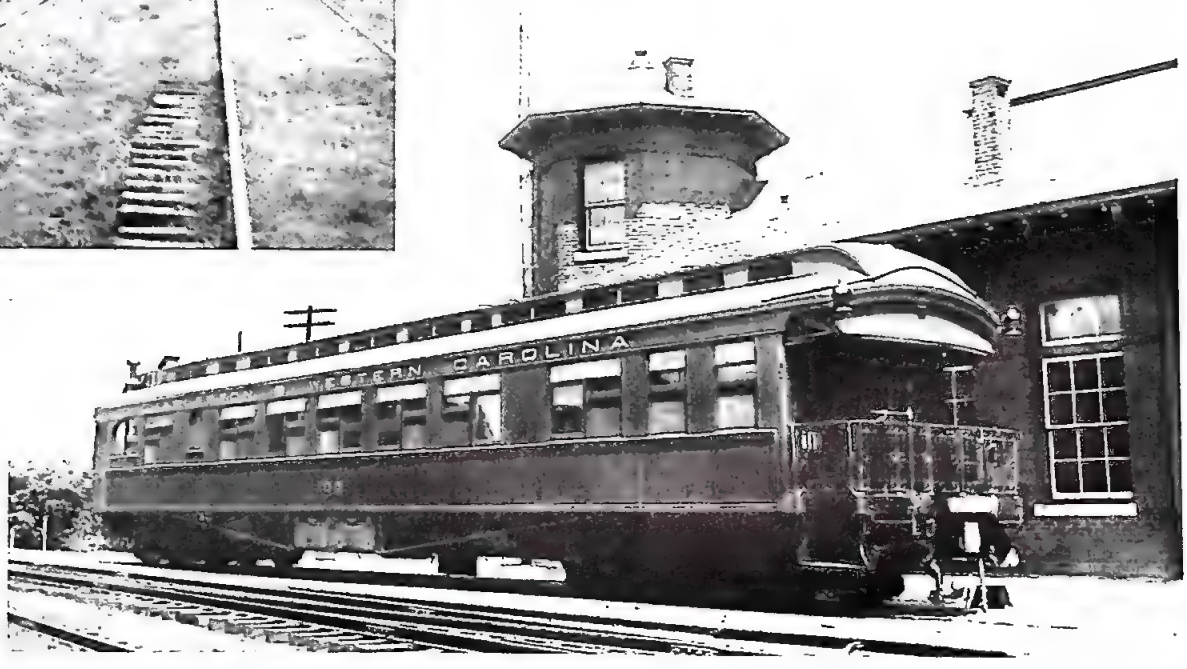
As I delivered the papers during the next two hours, I thought with keen an-


LAURENS AND GREENVILLE.
No. 53 | Mls | April 29, 1940. | No. 52 | No. 8
Mixed. | .... | LEAVE] [ARRIVE | Mixed. | Mixed.
*6 40 A M | 0 | ....Laurens (E. T.).. d | 12 50 P M | 12 50 P M
f7 05 " | 7.2 | .....Barksdale..... | f12 20 A M | f12 18 "
f7 15 " | 10.3 | ..... Gray Court .... d | f12 10 " | f12 10 "
f7 20 " | 12.2 | .....Owings ..... | f12 05 " | f12 05 P M
7 35 " | 18.0 | .....Fountain Inn... d | 10 25 " | 11 50 A M
7 50 " | 23.3 | ..... Simpsonville ... d | 9 40 " | 11 37 "
f8 02 " | 28.3 | ..... Mauldin ..... d | f9 20 " | f11 25 "
8 30 A M | 36.4 | .....Greenville.... d | f9 00 A M | f11 05 A M
.... | .... | ARRIVE] [LEAVE | .... | ....
Asheville
Marion
Bostic
SAL
N.C.
S.C.
Spartanburg
Greenville
C&WC
CRANW
Anderson
LAURENS
Toccoa
CN&L
Greenwood
Newberry
Columbia
ACL
Sumter
Florence
GARR
Camak
Union Point
McCormick
Denmark
SOUTH CAROLINA
Augusta
Milledgeville
Robbins
Macon
GEORGIA
ColG
Suwanee River
Fairfax
H&B
Hampton
Yemassee
Coosaw
Charleston
Port Royal
Savannah
ATLANTIC OCEAN
C.&W.C.
NOTE: Railroads shown are those that exist today.
Lines are identified by their pre-merger names.

Mixed

1943, on the C&WC

by James D. Sheppard

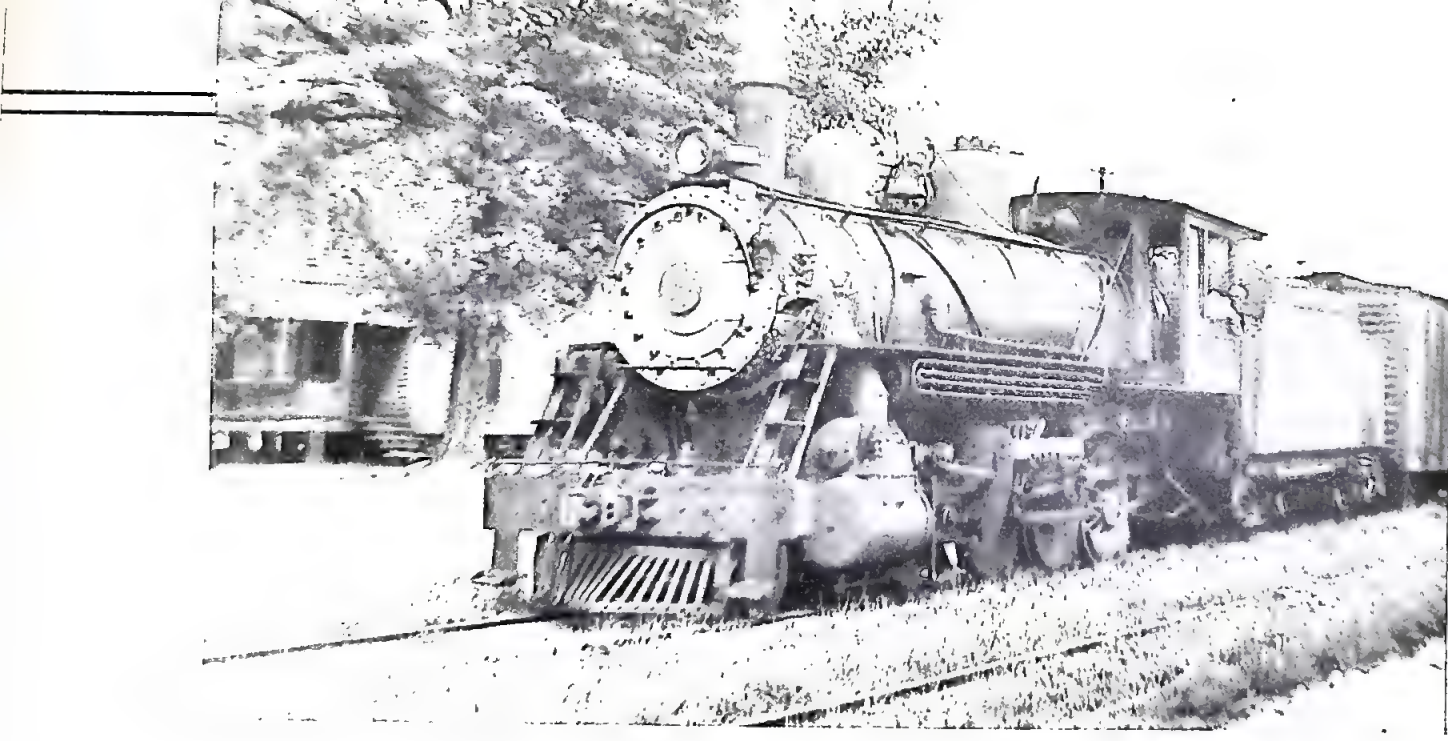


ticipation of the forthcoming train trip, scheduled to start at 6:40 a.m. I had been a railfan for about two years, was a subscriber to *Railroad* Magazine (a six-month subscription cost $1.25), and held membership card No. 16199 in the Railroad Camera Club, sponsored by that magazine. I had bought an Agfa box camera for $4.95 in 1942 and liked to take pictures of steam locomotives, especially those on the C&WC and the Columbia, Newberry & Laurens, the two railroads operating in my hometown.

The C&WC and CN&L shared the large, brick depot about four blocks from the Square. The C&WC/CN&L agent, W.P. Shealy, allowed me to take pictures there in spite of the restrictions that some railroads had imposed on such activity because of the war. Two years before, in 1941, Mr. Shealy had introduced me to L.S. Jeffords, C&WC's general superintendent from Augusta, Georgia, who had come to Laurens in the business car one day for a short visit. Soon after we met, he had let me ride in the cab of Mikado 812 from Laurens to Spartanburg.

A few weeks before this July 5, 1943, I had mentioned in a letter to Mr. Jeffords that I was planning to ride as a passenger on the Greenville Branch. On June 22, he had mailed me a copy of the latest C&WC employee timetable, and in the accompanying letter had said in part, "When you are prepared to make the trip to Greenville suggest you see Mr. Shealy and tell him I would like for Conductor Smith to look out for you on the round trip. Capt. Smith is a very interesting railroad man and doubtless will be of some material help to you. Certainly there is no objection to your using your camera."

I had looked over the timetable carefully. The C&WC's 244-mile main line extended from Port Royal, S.C., on the coast, northwestward through Augusta, Ga., to Spartanburg, S.C. There were two branches: the Anderson Branch, 59 miles from McCormick to Anderson, and the Greenville Branch. According to the timetable, the train I would be riding to Greenville would be No. 53, a daily mixed train. After leaving Laurens at 6:40 a.m., it was to stop at Fountain Inn and Simpsonville and arrive at Greenville at 8:30. Four other stations (Barksdale, Gray Court, Owings and Mauldin) were flag stops for passengers or freight. It was understood that the train might be delayed at any point if freight-handling activity was unusually heavy. At Greenville, the number of the train was to change to 52, departing at 9:00 a.m. On the return trip, stops were scheduled at Simpsonville and Fountain Inn, with arrival in Laurens at 12:50 p.m. Water stations were at Laurens, Greenville and a point near Fountain Inn. Train order offices were at Gray Court, Fountain Inn, Simpsonville and Greenville. The depot at Laurens wasn't a train order office. Train 53 got its clearance cards and orders from Irby, 1.2 miles south of the Laurens depot on the main line, where the coal chutes were. (A typical train order for Train 53 was, "Do not protect against extra trains.") Of a total of 36 miles of track on the Greenville Branch, four miles were 65-pound rail; the rest was 70-pound in some places and 80-pound elsewhere. The speed limit was 35 m.p.h. for almost all of the branch.



I finished delivering the newspapers about 5:30, just about sunrise, rode home on my bicycle, fed my chickens (I had bought 30 baby chicks in April for $4.50 and was raising them in the back yard for resale as broilers later that summer) and had breakfast. Finally, I rode the bicycle back to the depot, arriving in plenty of time to look over the train and meet Capt. Smith (the conductor) and the rest of the crew. The engineer was a Mr. McNair, but I failed to record the name of the fireman. The brakeman was Mr. Thurman.

The train consisted of the engine, several freight cars and a combination coach/baggage car. The engine was 2-8-0 285, with 21″×28″ cylinders, 56″ drivers, 200 lbs. pressure, engine weight of 170,500 lbs., and tractive effort of 37,500 lbs. She had been built in either 1910 or 1911 (in those two years Baldwin had built 15 engines in that class for C&WC, numbered 277-291). The engine had taken on coal at Irby and water at one of the two huge tanks near the Laurens depot.

When the train was ready to leave, I climbed aboard the combination car and gave Capt. Smith the ticket I had bought from Mr. Shealy. I didn't record its cost, but based on the rates in effect in 1940, the round trip tickets would have been about $1.05.

The coach section of the combine took up two-thirds of the car's length and had ten windows on each side, with a two-person seat at each window. Several of the windows were up to allow a breeze to come in. Capt. Smith used the coach section as an office—there was no caboose on the train—and only occasionally did he have to share the coach with a passenger. (Weeks would sometimes go by between passengers.) The coach seemed old but was all the more picturesque because of its age.

The train got under way from Laurens at 6:55, about 15 minutes late. A flagman got off to wave the train over the crossing at South Harper Street and again at Chestnut Street. Throughout the trip, the whistle was blown for every crossing except in Greenville, where it was against the rules to blow the whistle unless necessary to prevent an accident.

Laurens was small then, with a 1940 population of 6,894, and within a few minutes we were in the countryside. The land in the Laurens-to-Greenville section of South Carolina is flat in some places but rolls gently for the most part. The elevation in Laurens is 615 feet and rises to 1,040 feet in Greenville, a very gradual climb hardly noticeable to the usual traveler. The track of the C&WC curved quite often and usually followed the natural contours of the land without cuts or fills. However, there were 19 trestles or bridges on the branch. Engine 285 had no difficulty in pulling the train, which remained modest-sized throughout the trip. I did not record how many freight cars were handled (we dropped off cars and picked up others from time to time), but the maximum number being pulled at any time was probably five or six. The rating of engine 285 was 1200 tons on the Greenville Branch, compared to 2800 tons on the flat Yemassee-Port Royal section of the main line.

We traveled at a leisurely pace, going through Barksdale at 7:17, Gray Court

THE JULY 5, 1943, mixed paused at Fountain Inn, S.C., (top) as freight and express were unloaded from the combine; that's Conductor Smith on the ground. An "armstrong" turntable was used at Greenville. The cab photo was taken at Simpsonville.

C.&W.C.

at 7:30 and Owings at 7:35. All of these were small towns, as indeed were all of the communities on that branch except Greenville. I moved from side to side in the coach section several times, whenever I thought I could get a better view. Although most of the area was rural, there were a good many houses and farm buildings to be seen, along with roads and other signs of development.

The train arrived at Fountain Inn at 7:42 and left at 7:49. It arrived in Simpsonville at 8:02 and left one minute later. The weather was warm, and for a few minutes near Simpsonville there was a light rain. From 8:25 to 8:31 we were at Woods, a siding not shown in the public timetable, and at 8:40 we arrived in Greenville, ten minutes late.

At Greenville, the engine was moved onto the "armstrong" turntable. As I took pictures, two of the trainmen pushed the engine around 180 degrees, to head it back toward Laurens. The combine was not turned around.

We left Greenville at 9:00 o'clock, right on schedule, were in Mauldin from 9:20 to 9:52 (undoubtedly picking up or dropping off freight cars) and arrived in Simpsonville at 9:45. I asked Capt. Smith if I had time to climb up into the tender and get a picture of the locomotive cab, and he said yes. I got the picture, and we left shortly thereafter.

We reached the depot at Fountain Inn at 10:33, eight minutes late. I took a picture as some packages were unloaded from the baggage section of the combination car and then ran to the front of the train to get another one.

The train left Fountain Inn a few minutes later, with three freight cars. No further switching of cars was done for the rest of the trip. Hence, we made good time, passing through Owings at 10:50 (exactly on schedule), Gray Court at 10:59 and Barksdale at 11:22.

The trip ended in Laurens at "about noon," according to the record I made at the time. I don't recall why I failed to record the exact time of arrival, after having kept a detailed record up to that point. Probably I was too engrossed at the moment in saying goodbys. In any event, we arrived in Laurens well ahead of schedule—and all too soon from my standpoint. The trip had seemed very short, covering 72 miles in five hours.

Mixed trains continued to operate on the Greenville Branch for a few years after my trip, but by the middle of 1950, if not before, they were gone, replaced by freight-only service. Steam engines lasted until 1951, when the last remaining ones were replaced by diesel-electrics. The C&WC went out of existence in 1959, merging into Atlantic Coast Line.

Though the Anderson Branch out of McCormick is gone, the rest of the C&WC, including the Greenville Branch, survives today as part of the Seaboard System. But diesel-powered freights are far different from the quaint mixed trains of the 1940s that I remember so fondly.

Exploring Fraser Canyon

by Jim Boyd

Sometimes it takes an "excuse" to go somewhere. For many railfans SteamEXPO was the excuse they needed to get to British Columbia, even though that province's "real" rail attractions have always been worthy of attention in their own right. Human nature being what it is, though, it was easy to put off that trip to Canada until the excuse came along.

The photos on these pages are mostly from outlanders, visitors from the northeastern U.S. who were taking in the beauty of Fraser and Thompson Canyons for the first time or who were returning to savor a place where wide-nose SD50s and stainless steel dome-liners still thrive side by side. While many railfans en route to Vancouver and EXPO took the opportunity to ride VIA's transcontinental passenger trains, others drove westward through the Canadian Rockies, exploring such famous sites as the CPR's Spiral Tunnels and Jasper and Banff along the way. But for those who flew to EXPO, it was the Fraser River Canyon, within an easy day's drive of Vancouver, that was their chance to see the CNR and CPR in the mountainous wilds. By traveling 90 miles east through the Fraser's wide valley dotted with fragrant sawmills and set against a backdrop of snowcapped peaks, they could reach Hope, B.C., at the lower end of the "canyon." From there northward, the CPR and CNR follow the opposite sides of the Fraser up to Lytton, where they take off up the canyon of the Thompson River.

Even as we were visiting British Columbia, *National Geographic* was featuring the untamed Fraser River in its July 1986 issue, describing the beauty of this last wild river (no power dams) and exploring the contorversy of the Canadian National's desire to double track its line in the Fraser Canyon. Rockslides triggered by the building of the CNR at Hell's Gate in 1913 were so disasterous to the salmon runs that their effects are only now being overcome. Residents of the Fraser Canyon are pressing to have the CNR and CPR establish a joint trackage agreement whereby everything would move one way on the CPR and the opposite direction on the CNR, thereby increasing traffic capacity without resorting to more ecologically hazardous construction in the canyon.

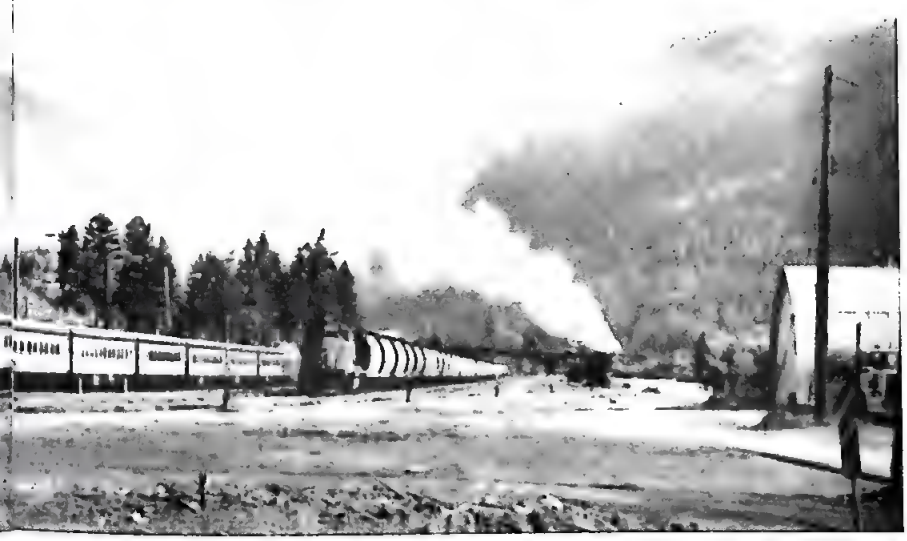
The 1986 traffic congestion caused by construction on the Trans-Canada Highway through the canyon was graphic evidence to any visitor of the constant battle between man and the river—and of man's new respect for maintaining the natural balance of the river. Fortunately, much of the through traffic was diverted off the Fraser Canyon segment of the Trans-Canada Highway by the brand new Coquihalla Highway four-lane bypass to the east which opened during our visit.

But while the politics of commerce and ecology were confronting each other in the Fraser's spectacular gash between the Cascades and the Coast Range, it was the sound of howling turbochargers and the classic throb of A-B-B F-unit sets that pulled the railfans away from the coal smoke and fireworks of EXPO to the operator's window at the CNR depot in Boston Bar and across the river to North Bend, where crews were changing on endless sets of CPR SD40-2s.

For 70 miles from Hope northward to Lytton, the Fraser River is bracketed by the two railroads. The CPR was the first through the canyon, uniting Canada as a nation in 1885 with its transcontinental route, following the west bank of the Fraser below Cisco. Getting second choice, the Canadian Northern (now CNR) was stuck with the more rugged route when it built through the canyon in 1913 and 1914. The Trans-Canada Highway, Route 1, follows the CPR on the west side from Hope about half way up the canyon to Spuzzum, where it crosses to the east side to follow the CNR. Although you can shoot telephoto across the river from either

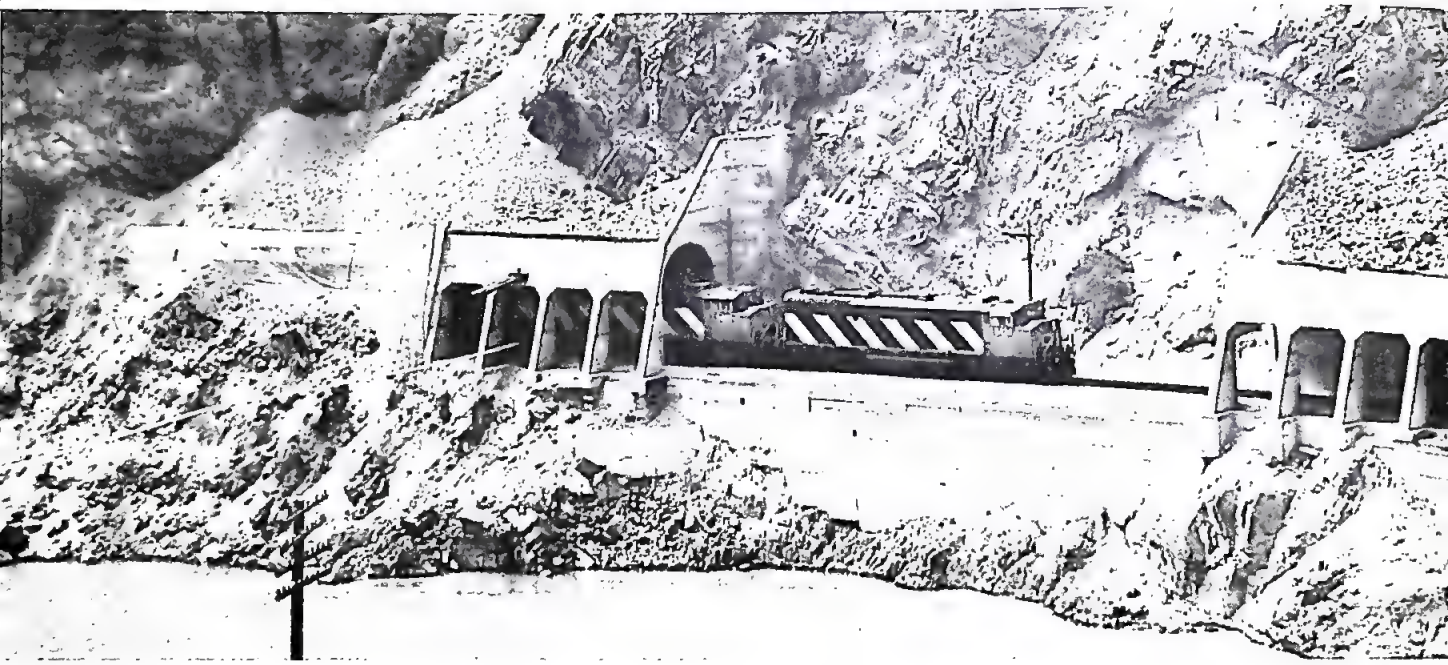
TWO PHOTOS HOMER HILL

J.M. BOYD



BOSTON BAR, British Columbia, is a great place to watch trains. During SteamEXPO week, three sets of eastbound CN power were lined up for crew changes (above), including two with SD50Fs. The eastbound *Super Continental* pulled past an empty grain train (left) as it approached the depot and then met a westbound (below) as it was about to depart. The depot has a 24-hour cafe and crew caller's office.

Exploring Fraser Canyon

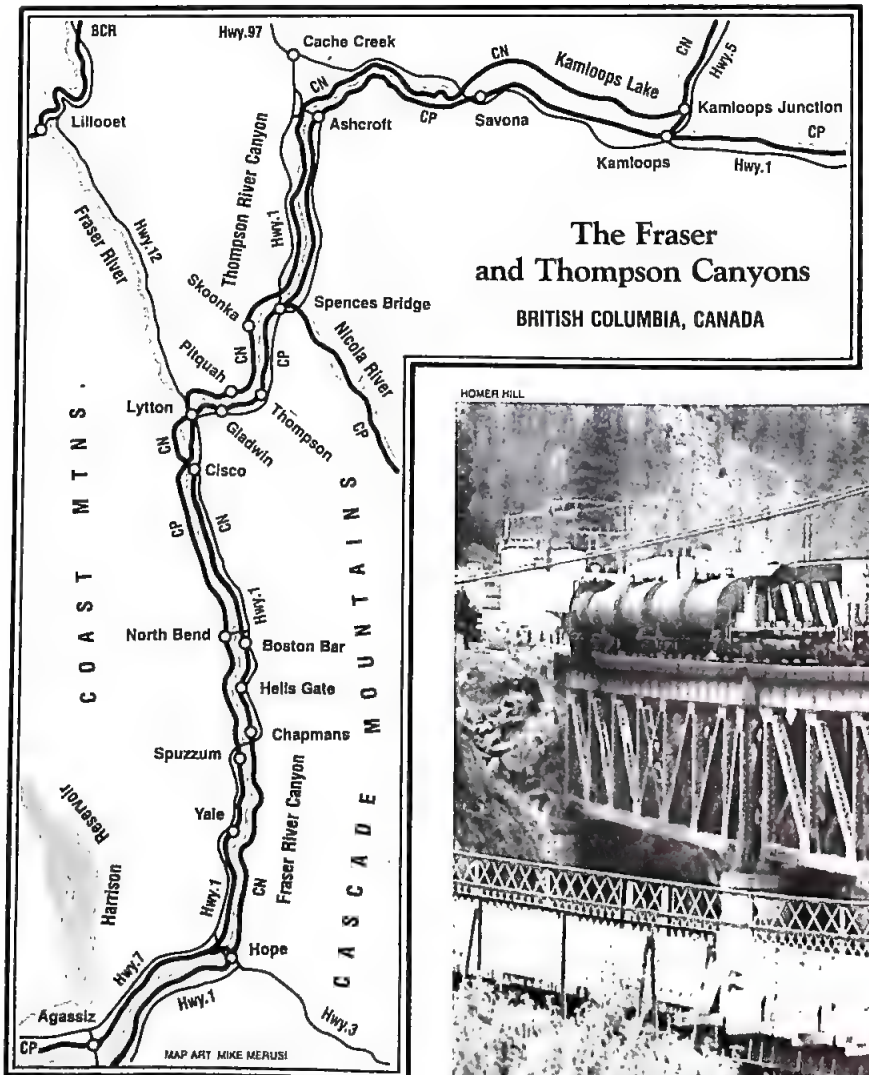


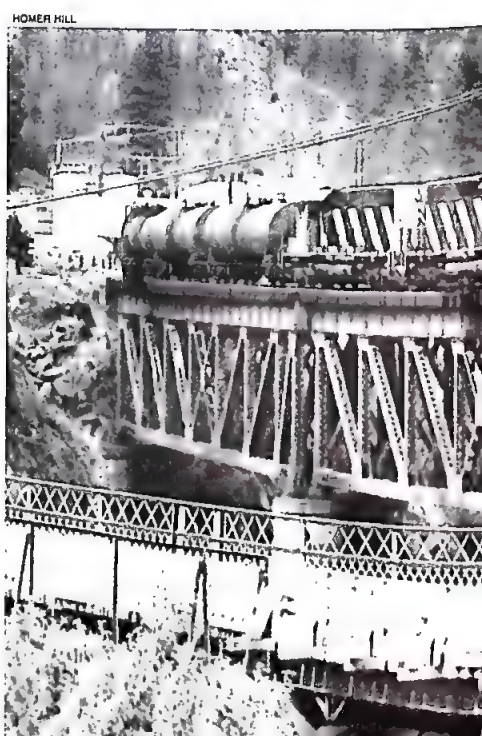
JIM BOYD

side, access to the "other side" of the river from Route 1 is nearly impossible except in the immediate vacinity of Boston Bar.

The most numerous and photographable railroad bridges in the canyon are on the CNR side from Cisco down through Boston Bar. Cisco, of course, is the famous site where the CNR and CPR swap sides of the river with over-and-under bridges (there are good tele shots from the road, and if you have the time for some exploring, there are some interesting shots to be had right at trackside with the two bridges).

At Lytton, the railroads leave the Fraser and head northeastward up the canyon of the Thompson River. The CNR has two spectacular bridges at Lytton as it first crosses to join the CPR on the east side of the Fraser and then jumps to the north side of the Thompson. While Fraser Canyon is characterized by lush pine forests, much of the Thompson Canyon is barren and desertlike, similar to the Columbia in eastern Washington. The change is rather startling in its abruptness. While the forests of the Fraser Canyon make taking photos across the river difficult at best, the narrow and barren Thompson is a delight to work with, very reminiscent of the Feather River Canyon, but with two railroads! Although the highway stays on the south side of the river with the CPR, there are some spectacular tunnels and snowsheds on the CNR a few miles above Lytton that are easily photographed from the roadside. Any railfan equipped





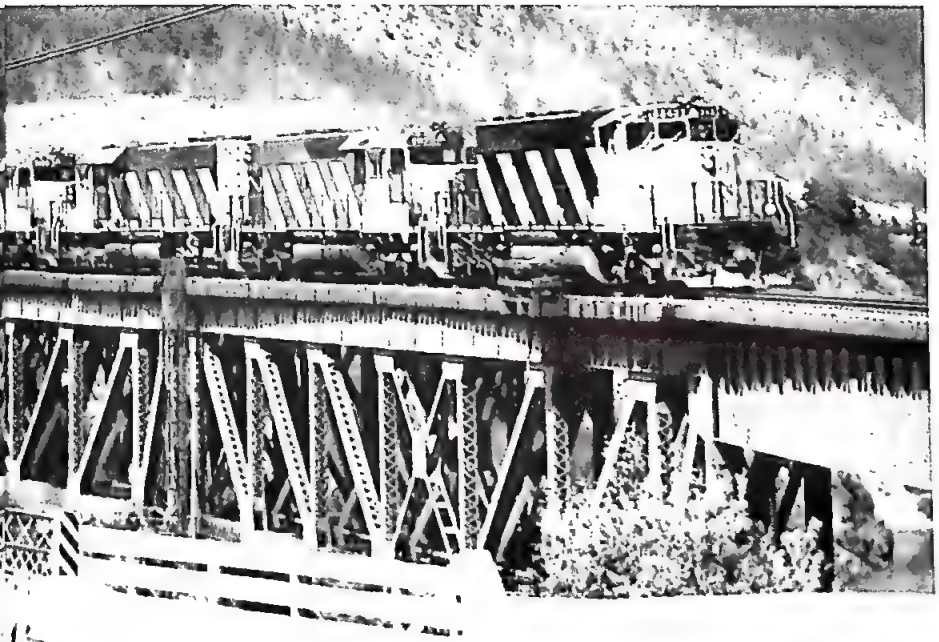
HOMER HILL

ALEX MAYES

with a modest telephoto or zoom lens can work both railroads above Lytton with ease, and there are lots of impressive broadside-against-the-rock-walls photo opportunities.

The highway crosses to the north side of the river at Spences Bridge, and above Martel the valley opens up, with the highway separating from the railroads as it diverts up to Cache Creek. This is the last of the tight canyon running with both railroads and the highway intermingling. Good roads will get you into the modest CPR facility at Ashcroft., and from there east to Kamloops Lake the tracks and highway spread out in the valley. For the last miles into Kamloops, the CNR takes the north side of the lake while the highway and CPR skirt the south shore.

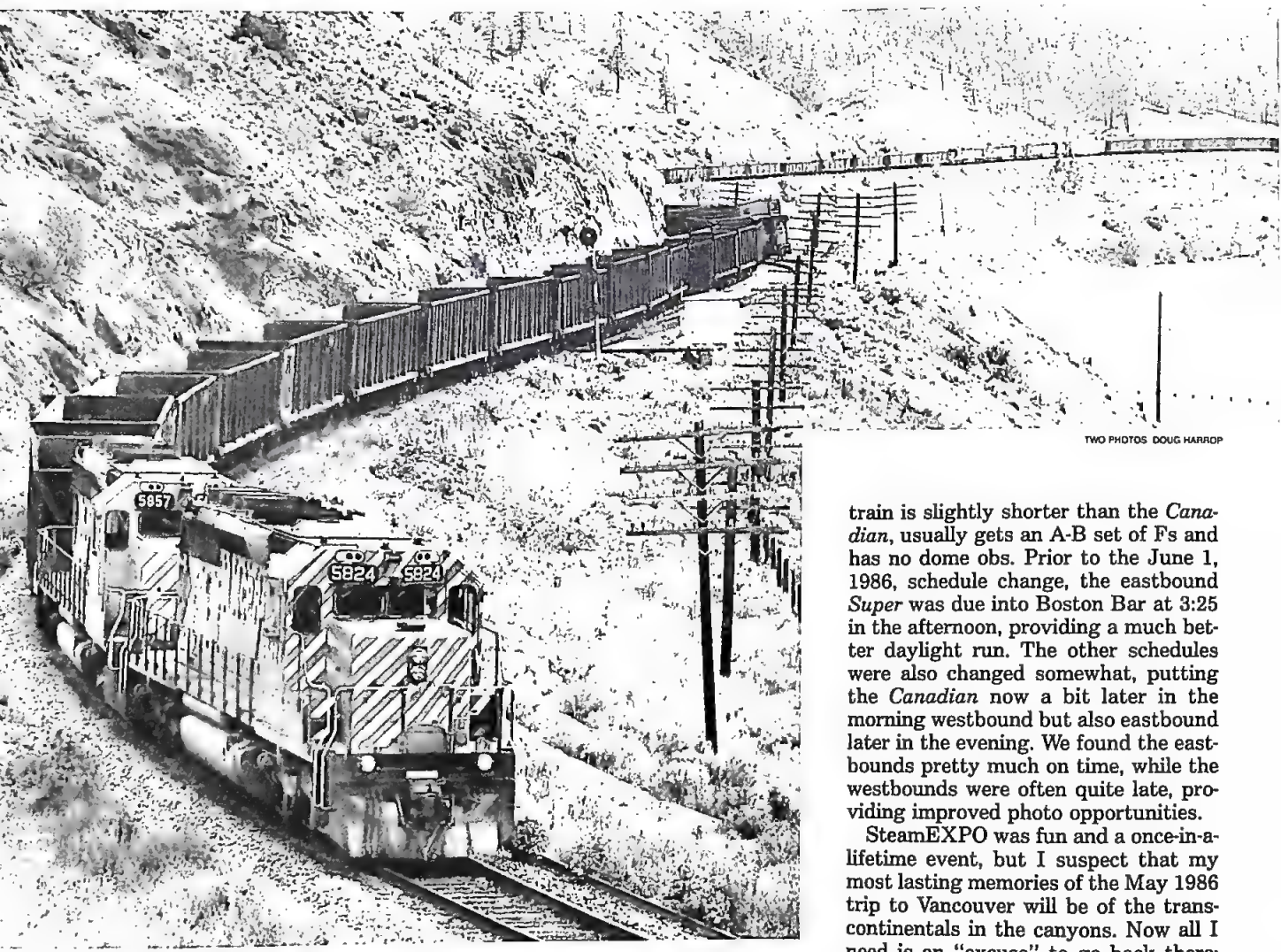
A CANADIAN NATIONAL westbound is shown (below) on the Thompson River bridge at Lytton, while an eastbound traverses the tunnels and slide sheds (top left) along the Thompson near Pitquah. The westbound *Super Continental* (above) was just below Boston Bar crossing the Anderson River, swollen by snow-melt, on June 1, 1986.



The traffic on both railroads in this area is heavy, averaging probably a dozen trains or more on each road in daylight. The speeds range from a slow crawl through twisting canyons to 60-mile-an-hour hustling (the CNR freights, especially, made surprising speed in Thompson Canyon). With that much action, photos of across-the-river meets with trains on both railroads are not uncommon. The CNR fields the best variety of motive power, with its Draper Taper SD50F cowls and SD40s with both conventional and wide noses, while the CPR can be pretty predictable with hordes of SD40-2s, though a fleet of six EXPO units always gives a promise of something special.

VIA runs a transcontinental passenger train in each direction on each railroad, and at least during the summer most can be seen in daylight in some portion of the canyon. The CPR-route *Canadian* is due through North Bend westbound at 6:45 in the morning and eastbound at 7:55 in the evening, providing good photography in both directions in the lower canyon. This train is usually powered by an A-B-B set of F-units and carries a *Park*-series vista dome observation car.

The CNR-route *Super Continental* is due into Boston Bar at 7:50 a.m. westbound and 8:30 p.m. eastbound; this

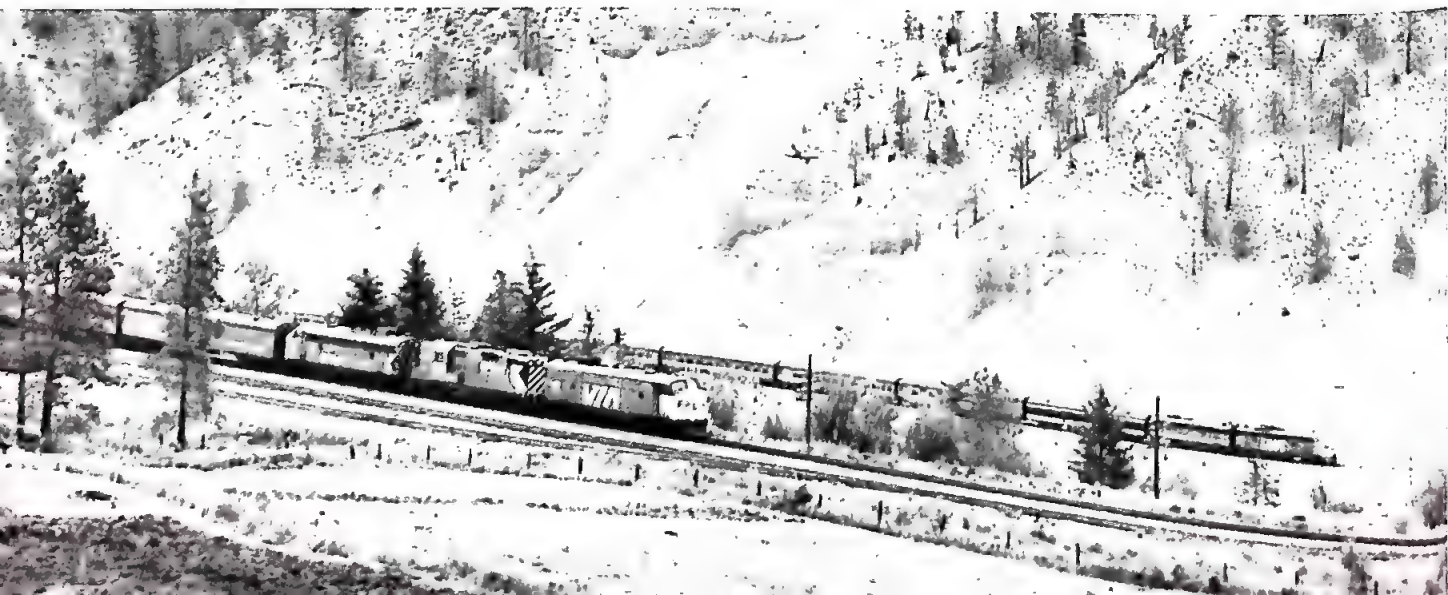


TWO PHOTOS DOUG HARROP

THE PHOTOGRAPHIC potential of the canyons is evidenced by these views shot by Doug Harrop back in 1980. CPR coal trains are shown (above) meeting at Drynotch Siding just below Spences Bridge. Each making about 35 m.p.h., the eastbound *Canadian* (foreground, below) and *Super Continental* glide through Gladwin along the Thompson River.

train is slightly shorter than the *Canadian*, usually gets an A-B set of Fs and has no dome obs. Prior to the June 1, 1986, schedule change, the eastbound *Super* was due into Boston Bar at 3:25 in the afternoon, providing a much better daylight run. The other schedules were also changed somewhat, putting the *Canadian* now a bit later in the morning westbound but also eastbound later in the evening. We found the eastbounds pretty much on time, while the westbounds were often quite late, providing improved photo opportunities.

SteamEXPO was fun and a once-in-a-lifetime event, but I suspect that my most lasting memories of the May 1986 trip to Vancouver will be of the transcontinentals in the canyons. Now all I need is an "excuse" to go back there; there's still a lot of the British Columbia Railway I didn't see . . . and the Spiral Tunnels . . . and Jasper . . . and . . .



JIM SHAUGHNESSY

NORFOLK & WESTERN Class A 2-6-6-4 1218 was just another awesome articulated in August 1957 as she came blasting up the east slope of Blue Ridge, bound for Roanoke with a long train of merchandise and empty hoppers. Today she is in Norfolk Southern's Birmingham, Al., steam shop, and sometime next year she may well recreate this scene.

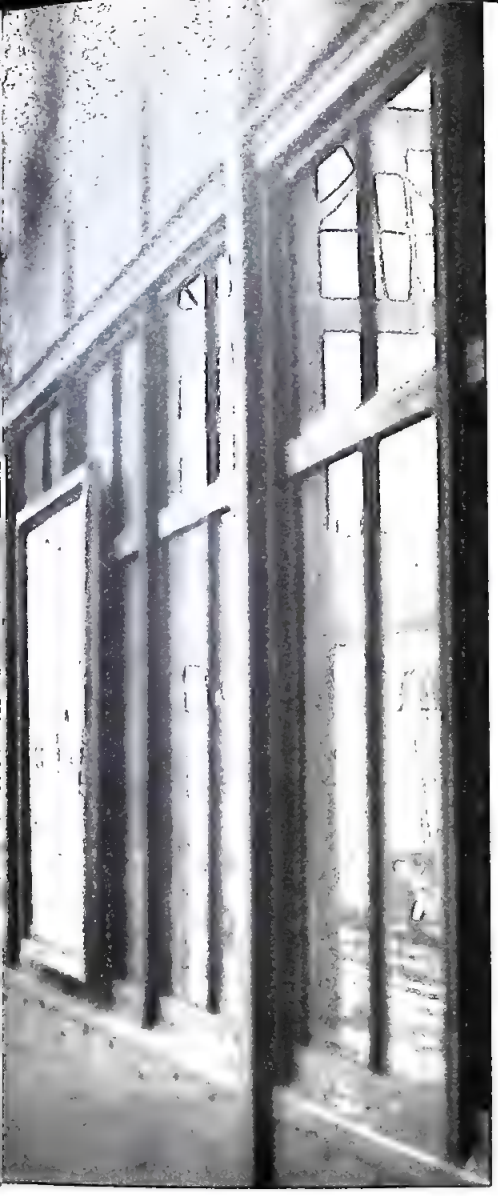
Photo Line

JIM SHAUGHNESSY

DAVID AUGSBURGER

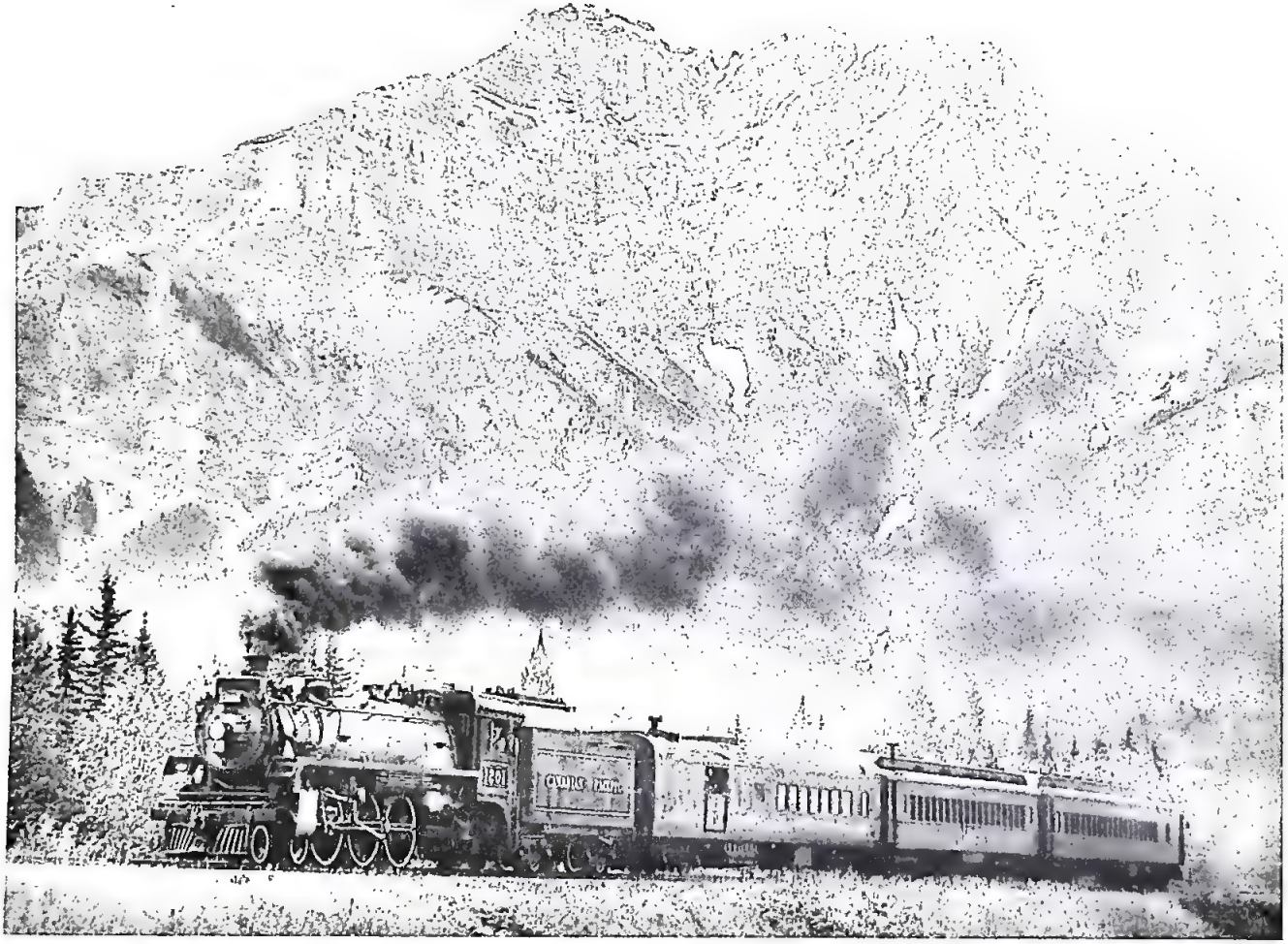
IMAGES OF THE PAST: In June 1955 a New York Central Fairbanks Morse Erie-built passenger unit was mated with an F3B on the *North Shore Limited* at Harmon, N.Y. The Central's livery had changed by May 1968 when an A-B-A set of ex-NYC Baldwin Sharks (left) rolled down a picturesque street in West Brownsville, Pa., on the Monongahela Railway. The P&LE "River Boats" (page 51) may show up here occasionally today. Even the eternal Union Pacific has changed from its diesel Glory Days. Though there is no date on the photo, the massive U50 and cabless GP9B definitely mark this shot (**top right**) as "yesterday," even if you overlook the line in the caption about them racing across Kansas for a hot connection in K.C. with "the Rock Island." And the handsome depot, C&O track and L&N C628 are now gone from the L&N/C&O crossing at Winchester, Ky., shown (**right**) on September 17, 1974.

Photo Line



BILL RETTBERG

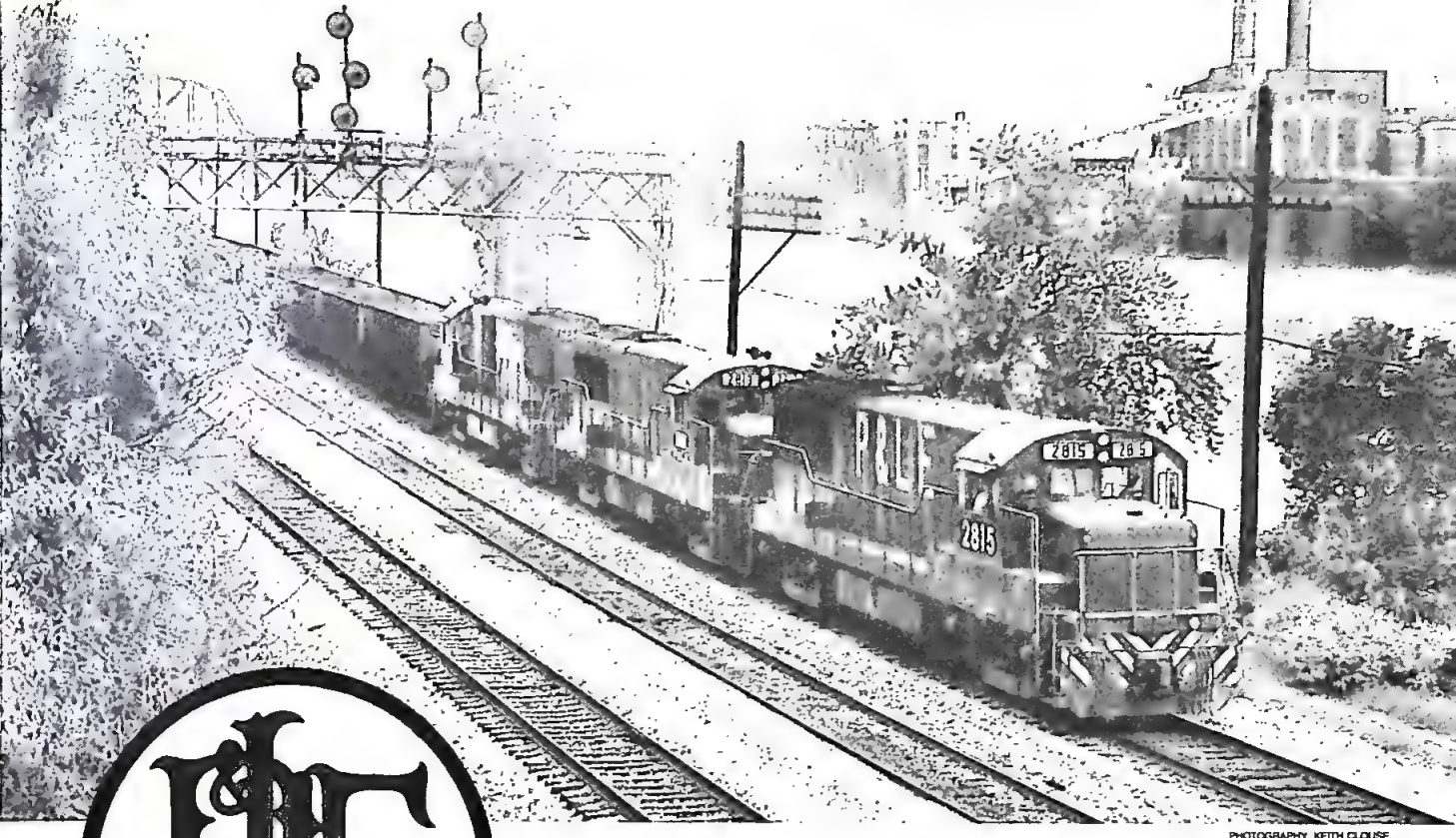
GARLAND McKEE



DAVID WILKIE

IMAGES OF TODAY: While much has been lost, much has also been preserved. Canadian Pacific G5 4-6-2 1201 traversed the Canadian Rockies without diesel help on part of her return from Vancouver EXPO to Ottawa. That's Cascade Mountain just east of Banff on July 8, 1986. Then there's Glenn Monhart's purple and silver ACL E3 on the now-defunct Chicago, Madison & Northern just north of Monroe, Wisconsin, on July 2, 1983.

GEORGE A. FORERO, JR.



PHOTOGRAPHY KEITH CLOUSE

THREE BLACK U28Bs are eastbound at Corliss Street, across from Bernot Island in Pittsburgh, on September 20, 1981.

"River Boats"

The Pittsburgh & Lake Erie's U28B fleet. **by Kevin Tomasic**

A while back, during one of our Sunday morning train watching jaunts, Keith Clouse and I were chasing some Pittsburgh & Lake Erie U28Bs along the Monongahela River. During the course of the day, I mentioned that these boats (not "U-boats," but just "boats" to us) were always skirting some river, creek or stream. Keith shot back with, "Yeah, they're river boats."

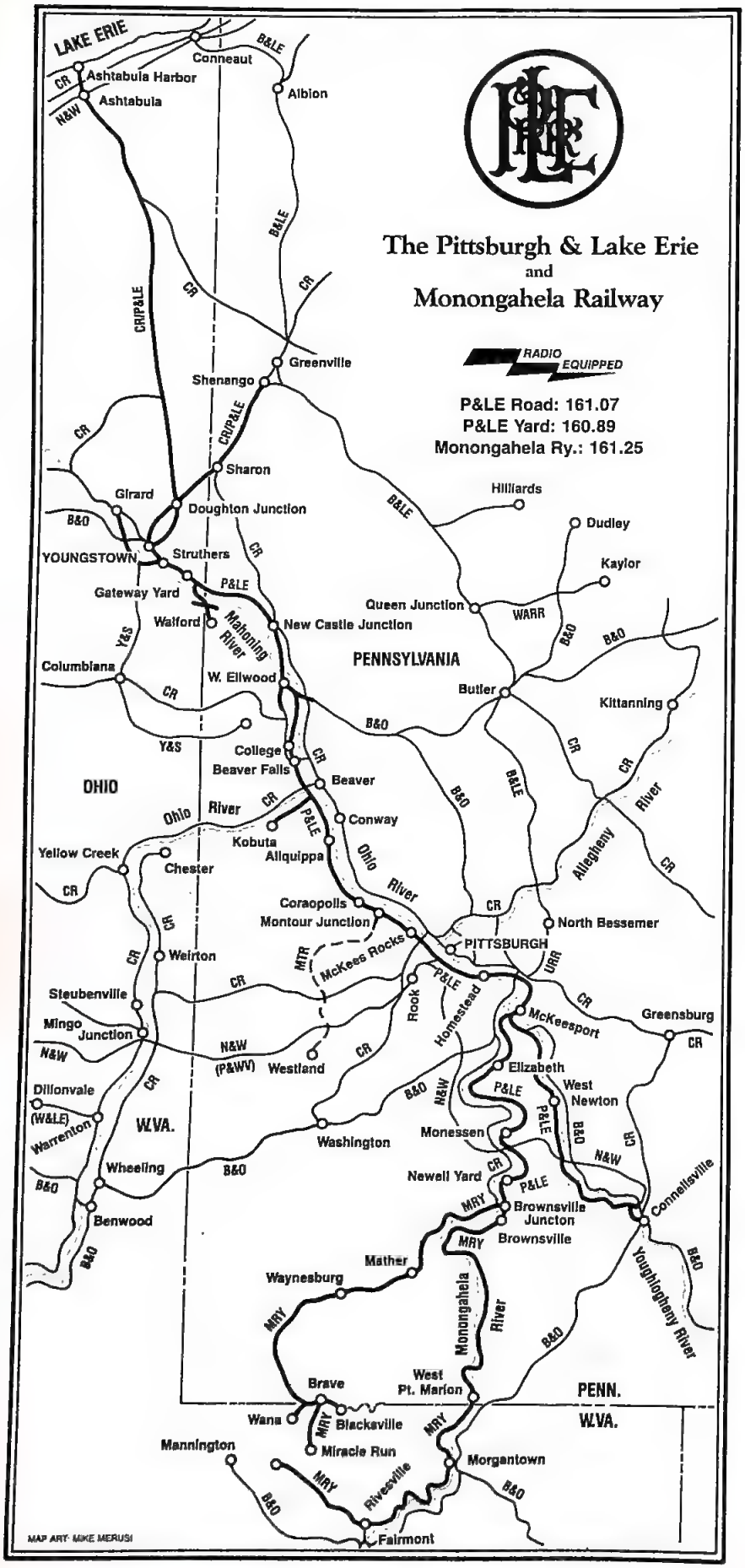
Fueled by six cups of morning coffee, we've spent many an enjoyable—and sometimes frustrating—Sunday in hopes that that beckoning green signal would be up for a trio of classic black GEs rather than some Chessie job on trackage rights. It wouldn't take an expert to pick out that peculiar exhaust even when the units were way off around a bend in the river. That *chock-a-block, chock-a-block, chock-a-block* would echo off the hills, and in unison we'd chime back, "Boats, all right."

The biggest problem with chasing the P&LE was the long wait at a crossing for the train to clear. The standard joke was one hundred cars per engine, and the P&LE liked to run three-unit sets. Don't even ask about the *five* U28s we saw on a westbound—I lost count on the cars. (Incidentally, on the P&LE, a train going north is timetable westbound, and south is eastbound.)

At this point a little history is in order. U28Bs 2800-2821 were ordered in 1966 by the New York Central for the P&LE. They were an interesting group with their "intermediate" carbodies with sloping noses and split windshields. To my eye they were the best looking boats ever, and I think that sloping nose added a rakish quality unequalled on any other GE units. The 2800 and 2801 are historic in that they were the first U28Bs placed in service, even though a couple of SP units were constructed before them.

The 22 P&LE units remained intact as a group until June 1981 when the 2816 was scrapped following a wreck. Four more were retired in 1984, including the "class engine," 2800. During January and April 1985, the P&LE acquired 17 ex-Conrail GP38-2s in a trade which sent 15 P&LE MP15s to the Union Pacific. This appeared to signal the end of the U28Bs, since due to slumping mineral traffic most of them were not fired up after the Christmas/New Year shutdown. By April 1985, only the 2817 and 2818 were running, but in mid-May a couple of interesting things happened which gave them a new lease on life.

First, the 2808, 09, 10 and 20 were sent to Transkentucky Transportation Incorporated (TTI) of Paris, Kentucky, on a lease/purchase agreement (the P&LE doesn't expect to see them back).



Second, the P&LE's original six GP38-2s, 2051-2056, were returned to their lessor. With coal traffic rising, the road was obliged to fire up four U28Bs (2807, 11, 12 and 19) to replace them.

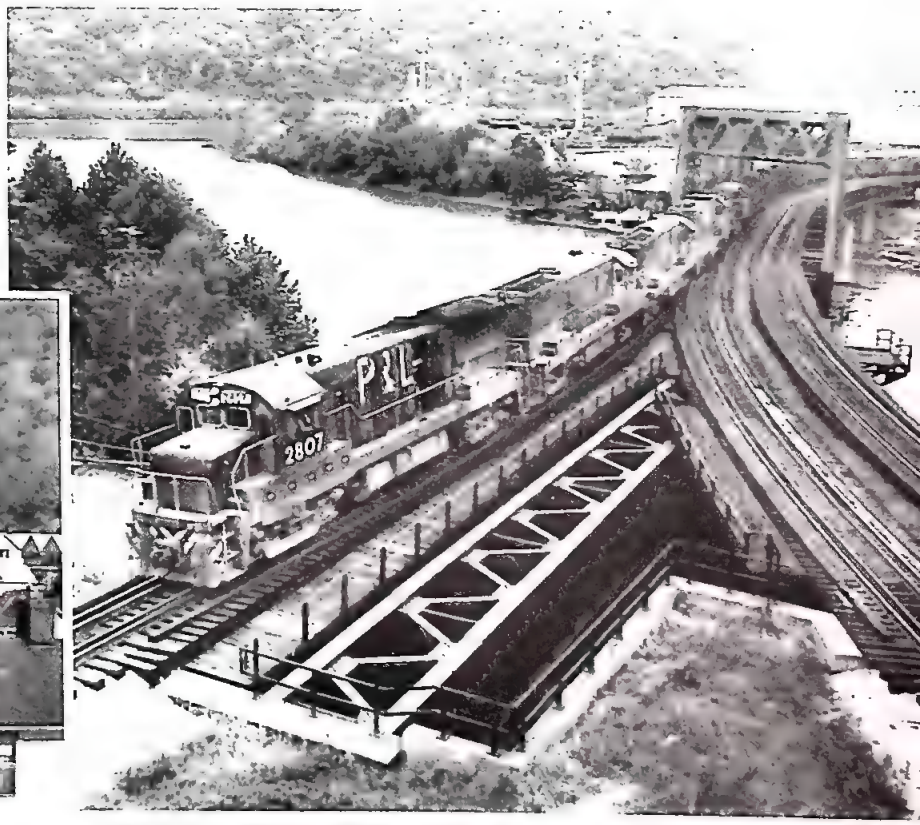
This situation remained until the 2817 suffered engine damage in the fall of 1985, and the 2818 broke a wheel while pulling a westbound coal drag later that year. The 2818 was repaired, but the 2817 became a hangar queen, donating its turbocharger to the 2802, which was pulled from the dead line in early 1986. A conversation with the mechanical department revealed that the P&LE hasn't bought a GE power assembly in over two years and will not likely do so ever again. "We'll run them till they drop and bring others out of storage to replace the dead ones," was the official line.

It was hoped that with six U28Bs serviceable, two three-unit sets could be fielded, but various mechanical ailments have left only four available at any given time. Consequently, they are often seen intermixed with GP38-2s. By the summer of 1986, however, they did have one three-unit set together, and what a sight and sound they provided, rapping through Fallston at 40 m.p.h. while laying down a blanket of smoke over the coal cars.

It would be nice to report that you can see the last of the P&LE boats on a regular job at a predictable time, but that's not quite the case. The units can be elusive even to the local railfans with "inside" connections. The U28Bs are generally kept south of the McKees Rocks shop (just north of Pittsburgh on the west side of the Ohio River) working the coal trains out of Brownsville and the Monongahela Railway. The P&LE power continues right through to the

coalfields with Monongahela crews and may be found working on their Mon Valley line or the Waynesburg Southern. Unfortunately for railfans, the coal trains seem to move mostly at night, so while there are four to six trains over the road every 24 hours, daylight trains can be rare (additionally, the P&LE no longer runs on Sundays). And since the P&LE's last ore-consuming blast furnace (Wheeling-Pittsburgh at Monessen) shut down in June 1986, the coal trains are about all that are left. The Connellsville line sees little or no action, and the only steel traffic remain-

THE BLAST FURNACES of U.S. Steel's National Tube Works at McKeesport form a background for the 2811 and a mix of EMDs eastbound in March 1984. Symbolic of the P&LE's plight, the furnaces were demolished in early 1985. The 2807 (below) had an ore train bound for Monessen on the Youghiogheny bridge in October 1983. The B&O and P&LE to Connellsville use the tracks to the right. The 2814 was leading an eastbound past the trackside homes (bottom) at Webster, Pa., just above Monessen, in mid-1984.

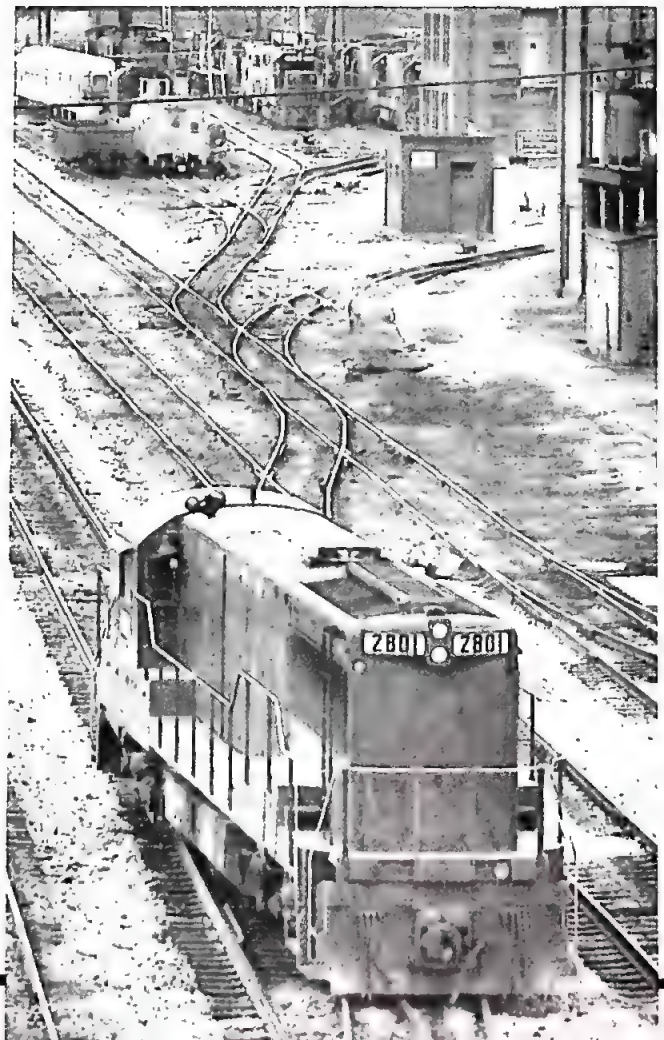


The P&LE U28B Fleet

UNIT	B/N	DATE	STATUS, 8/85.
2800	35856	2/66	Retired 10/84
2801	35857	2/66	Stored unserviceable
2802	35858	2/66	To TTI 8/86
2803	35859	2/66	Stored serviceable
2804	35860	2/66	Stored serviceable
2805	35861	2/66	Stored serviceable
2806	35862	2/66	Retired 10/84
2807	35863	2/66	Stored, needs engine replacement
2808	35864	2/66	To TTI 3/85
2809	35865	2/66	To TTI 3/85
2810	35866	2/66	To TTI 3/85
2811	35867	2/66	To TTI 8/86
2812	35868	2/66	To TTI 8/86
2813	35869	2/66	Stored unserviceable
2814	35870	2/66	Retired 10/84
2815	35871	2/66	Stored serviceable
2816	35872	3/66	Retired 7/81
2817	35873	3/66	Stored unserviceable
2818	35874	3/66	In service
2819	35875	3/66	In service
2820	35876	3/66	To TTI 3/85
2821	35877	3/66	Retired 10/84

DATA prepared by Kevin Tomasic from P&LE Mechanical Department sources.

THE B&O has trackage rights over the P&LE between New Castle Junction and McKeesport; here a westbound B&O meets a trio of Boats below the P&LE depot in 1978. West End (**bottom left**) provides a view across the Ohio of downtown Pittsburgh. The 2801 picked a convenient spot to derail on October 25, 1981 (**below**), right in the middle of the McKees Rocks terminal. On February 24, 1985, the 2817 was facing south in Newell Yard (**opposite top right**), the place where P&LE interchanges trains with the Monongahela Ry.



ing is tubing out of National Tube at McKeesport and LTV Steel in Youngstown plus rail out of Monessen.

The status of the U28Bs was changing even as this was being prepared for publication. In July 1986 the 2802, 11, 12, 18 and 19 were in service with four sister units leased out to TTI, five scrapped and seven stored in varying states of disrepair. In early August the folks from TTI showed up unexpectedly and worked out a quick agreement to take the 2802, 11 and 12, which departed for Kentucky on August 13.

The P&LE makes no secret of the fact that they'd just as soon sell or retire the whole lot, but beat-up 20-year-old GEs aren't exactly in demand these days. Meanwhile, a handful of the smoke-belching black beasts may still lurk in the valleys and coalfields around Pittsburgh for a while yet.

DOWN THE STREETS of Elizabeth, Pa., in the Mon Valley just below McKeesport, comes the 2811, headed for the coalfields with a string of empties on March 25, 1984.

"Minuteman '86"

by Greg Nazarow

By most accounts, the first-ever attempt to concurrently hold the national conventions of the National Model Railroad Association, National Railway Historical Society and the Railroad Enthusiasts was successful. (Although it generally does not hold an annual convention as such, due to its prominence in Boston and noted fantrip operating experience, RRE came aboard as a full participant and co-sponsor.) "Minuteman '86" was headquartered at the downtown Sheraton-Boston Hotel on July 21-27, 1986.

Each of the three groups brought to Minuteman '86 its own specialties and interests. The NMRA staged its familiar convention format of clinics, model contests, model railroad layout tours and hobby industry trade show (including operating displays), and extensive offerings of day trips for the "non-enthusiast" family members.

The NRHS utilized its carefully-nurtured contacts within the railroad industry to provide an assortment of unusual fantrips and a first-class banquet program, as well as several outings on regularly-scheduled commuter rail to various points of interest and a railroad movie theater organ concert. The Boston Chapter also undertook an International Railway Art Show and a week-long display of diesel locomotives and rolling stock from six carriers. With the cooperation of the Boston Street Railway Association, many unusual transit and trolley fantrips ran on Boston's extensive and historical system, covering virtually every route.

The Massachusetts Bay Division of the RRE brought its extensive operating expertise to bear with memorable fantrips on the Providence & Worcester (covering all through lines) and an all-day trip from Boston's South Station to Conrail's Selkirk, N.Y., yard. The model railroaders had reasons of their own to ride the Selkirk trip, as a bus connection at Chatham, N.Y. took them to the well-publicized HO scale NEB&W layout at the Rensselaer Polytechnic Institute at Troy. At Selkirk, Conrail rolled out the red carpet and lots of blue diesels—the "big ugly" GE Dash-8s were particular favorites. It was a public relations success for Conrail.

If the convention trips sound a little less than spectacular compared with some of the steam extravaganzas of recent years, the planners Minuteman '86 faced formidable and unusual obstacles, and it's probably fair to say that the environment in which it was conducted was perhaps the most difficult ever. The first blow hit when the Guilford lines (MEC/B&M/D&H) were struck in March by the Brotherhood of Maintenance of Way Workers, a dispute which soon spread to affect other unions and connecting carriers before it was temporarily halted by a Washington-mandated 60-day "cooling off" period—which was to expire on Monday morning of convention week! If this wasn't enough, Conrail was forced to raise its liability insurance requirements for passenger train operations to $25 million, which virtually guaranteed that former-NKP Berkshire 765 could not come to Boston, since other fantrip sponsors dropped out like flies, and the prospect of hundreds of miles of non-revenue deadheading was financially out of the question. Even then, the Berk could not have operated any meaningful distance out of Boston on a revenue trip, if at all—and the only line-haul alternative to Conrail, the B&M, was under strike threat. Most of the conventioneers were sympathetic to the problems and knew that except for Norfolk Southern, steam wasn't running main lines anywhere else, either.

The week started off with a trip to Edaville, two-foot gauge paradise, where there was plenty of steam power in service. On Monday and again on Thursday, conventioneers could use their special MBTA subway and bus pass to ride to Riverside, end of the Green Line trolley route, for a tour of the shop. This included a look at the new Type 7 cars from Japan, which will ultimately replace the troublesome LRVs.

Tuesday was the day for a trip on the Cape Cod & Hyannis, from Braintree to Hyannis, which included the famous former-New Haven vertical lift bridge at Buzzard's Bay. Passengers had the option of making it a tri-modal trip by train, boat and air on a legandary Douglas DC-3! The tri-modal option featured the train to Hyannis, the DC3 to Provincetown on the tip of Cape Cod, and a cruise ship back across the bay to Boston (see page 74). Tuesday was also the first of two trips to the Conway Scenic Railroad in New Hampshire, where doubleheaded steam and the restored B&M F7 4266 operated. That evening at Conrail's South Braintree yard locomotive display site, Jim Boyd staged another memorable night photo session. Two railroad crews were on hand to move an assortment of eight locomotives and other equipment into position for setups.

Wednesday morning, the International Railway Art Show opened at the Massachusetts State House, with ribbon-cutting by Governor Dukakis. One hundred seventy three works from 51 artists were featured, representing talent from eight countries. Due to the tremendous cost and logistical problems in staging a show of this kind, it is rarely attempted. Jim Warsher of the Boston Chapter NRHS tackled the job almost singlehandedly and is deserving of accolades from all. The setting in the foyer of the magnificent capitol building was as elegant as could be imagined in the historic city, and the artwork displayed, while all of railroad theme, was as varied as the music you could get by trying out every FM radio station on the dial.

Many artists came in person, including noted Amtrak calendar artist Gil Reid. There were steam classics by Canada's Wentworth Folkins and road-grimed diesels by Andy Harmantas. There was a huge and stunning NYC Niagara under a lightning-laced sky by Robert West and a moody little Ma&Pa 4-4-0 by Charlie Amos. Every picture and every artist deserves mention here, but, of course, that is impossible. Throughout the display, the artists were on hand to discuss their work and compare techniques; it was a wonderful experience.

The "Great Locomotive Display" officially opened on Wednesday, with six units remaining for the week. The biggest was a Conrail SD60 (ex-demonstrator), and the most unusual was probably the Providence & Worcester M420. In addition was a Clarendon & Pittsford Geep, Green Mountain RS1 and Alco switchers from the Central Vermont and Bay Colony, plus a New Haven caboose from the Valley Railroad, all spotted for optimum daytime photography. The constant threat of renewed strike activity against Guilford kept away hoped-for units from B&M, D&H and Maine Central as well as Bangor & Aroostook and Conway Scenic. The New Haven-painted Connecticut DOT FL9s were unable to attend because they were needed in regular service; many convention-goers on their way to or from Boston, however, caught them in action on the Danbury line.

Thursday featured a trip from South Station to the Valley Railroad at Essex, Connecticut. Carrying the markers of the regular Amtrak train to Old Saybrook was Dante Stephensen's private car, *Survivor*, brought in from Atlanta by Dante at his own expense. Sir Robert Reid, chairman of the British Railways Board and banquet speaker, thoroughly enjoyed himself aboard the car, and at the Friday evening banquet mused about his experience on the Valley as a "frightening (ride) . . . on an open wagon in seemingly uncharted jungle . . ."!

Friday provided a rare opportunity to ride some former New Haven branch lines now operated by the Bay Colony Railroad. Equipment was a combination of ex-Adirondack Ry. and ex-VIA coaches; motive power was the freshly-repainted Bay Colony Alco S2 1052 (ex-Portland Terminal), "borrowed" from the locomotive display.

Meanwhile, on the waterfront, Preston Cook orchestrated a "float-by" of three former railroad tugs owned by Jake Tibbetts' Boston Fuel Transportation Company. The tugs were built for the Virginian Railway, B&O and Lehigh Valley (see story on page 69 and color photo on page 74). It was unquestionably an unusual event and a welcome addition to the Convention program.

Friday was banquet night. The joint affair featured not one, but *two* guest speakers: W. Graham Claytor, Jr., president of Amtrak, and Sir Robert Reid, chairman of British Railways. "Chuck" Crouse, a well-known news commentator on Boston's WEEI radio (and a model railroader and member of the NRHS and RRE), skillfully emceed the event. Industry representation was impressive, and all were invited to a VIP reception for Sir Robert prior to the banquet. This included Jim Bistline and Carl Jensen from Norfolk Southern, representatives of Conrail, Central Vermont, Bay Colony and EMD and a considerable contingent from Amtrak. Even the legendary F.C. "Buck" Dumaine, former president of the New haven and presently chairman of Amoskeag Corp. (which owns Bangor & Aroostook) was able to make a brief appearance.

At the banquet, Mr. Claytor expressed optimism about the future of Amtrak, citing an increasingly receptive Congress and continued progress in reducing expenses and expanding revenues. Auto-Train contines to be Amtrak's biggest money-maker. He further expressed the hope that three-year financial allocations will at last permit Amtrak some degree of confidence with long-range planning. As featured speaker, Sir Robert Reid was enthusiastically received by the near-capacity turnout of almost 800 people and received two standing ovations.

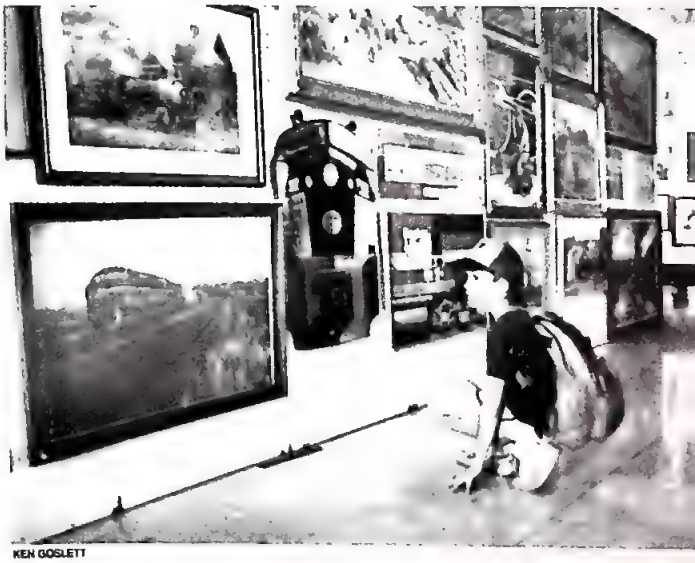
Topping off the week was the Saturday trip to Selkirk using Amfleet headed by an Amtrak F40 behind freshly-scrubbed MBTA F10 1151. On the rear were two private cars: the NRHS Washington Chapter's handsome heavyweight Pullman *Dover Harbor* and the *Survivor*. Amtrak President Claytor rode the westbound trip.

The RRE was forced to cancel due to insufficient ticket sales a Boston-New London-Palmer-Boston circle trip planned for Sunday which would have involved Amtrak, Central Vermont and Conrail.

All-in-all, it was a memorable and very diversified week, with more trips and activities offered than any one person could possibly do. Total registration topped 2300. Next year the NRHS heads for Roanoke, while the NMRA is "Full Steam to Eugene."

CHIP SHERMAN

THE MINUTEMAN '86 convention had something for everyone, from a steam and riverboat trip on the Valley Railroad at Essex, Conn., to the International Railway Art Exhibition in the State Capitol Building, where a youngster was observed contemplating a rather large Shark. For photos of more events, see page 74.



KEN GOSLETT

The enterprising Hartford & Slocomb

PHOTOGRAPHY: JOHN SISTRUNK

Unknown to most railfans is a thriving Alco-powered short line in the L.A. area (Lower Alabama, that is). Dothan, located in the southeastern part of Alabama—called the "wiregrass area" because of the prominent pasture greenery—is served by four railroads: Seaboard System (Atlantic Coast Line), Norfolk Southern (Central of Georgia), Atlanta & St. Andrews Bay (Dothan to Panama City, Fla.) and the short line Hartford & Slocomb.

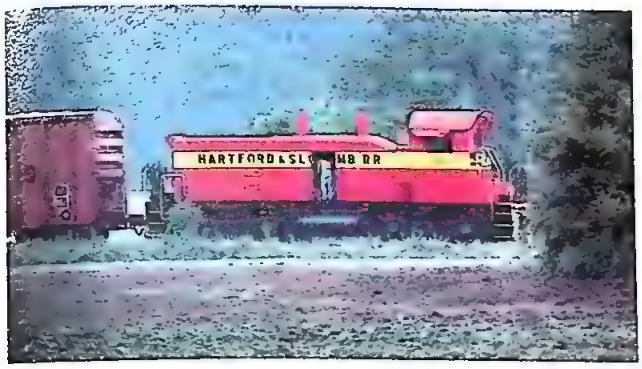
The H&S connects Dothan to its namesake cities of Hartford and Slocomb, Ala., lying 22 and 16 miles southwest, respectively. The H&S has a colorful roster of Alco and EMD locomotives as well as a history to match. It was incorporated in July 1899 as the Chattahoochee & Gulf Railroad. Originating in Columbia, Ala., on the Chattahoochee River, the C&G went through Dothan, Slocomb and Hartford, terminating in Lockhart, just beyond Florala, on the Florida border. The road never reached the Gulf of Mexico, and after the turn of the century it was acquired by the Central of Georgia.

The line operated relatively unchanged under the CofG banner until World War II. By then the railroad's scrap value exceeded its revenue potential and 48 miles of track was pulled up between Hartford and Lockhart. Traffic continued to decline, and in 1953 the Central of Georgia filed to abandon the railroad between Dothan and Hartford. To prevent loss of rail service to the area, a group of concerned businessmen formed the Hartford & Slocomb Railroad and bought the line. Alco S1 No.1 was purchased from the Federated Barge Line in Birmingham (the unit had been built in 1942 as Inland Waterways No.1). The track between Dothan and Columbia remained with the CofG as part of its line to Albany, Ga.

The new railroad men soon found out why the line had been put up for abandonment, as business remained at low levels and the H&S eked out a meager existence on sporadic movements. Things looked up in 1967 when the Great Northern Paper Company took an option on the H&S, planning on using it to serve a proposed paper mill. That deal fell through, and the H&S struggled for another two years.

In 1970, a group of ten businessmen saw a future in the struggling line and

by John Sistrunk



with their purchase brought in transportation consultant Fred Fisher to operate the railroad. Mr. Fisher had been one of the chief officers of the Chattahoochee Industrial Railroad during its formation and early operation. (The CIRR, by the way, interchanges with the CofG at Hilton, Ga., across the Chattahoochee River bridge from the old Chattahoochee & Gulf's Columbia, Ala., terminus.) Fisher's railroad acumen paid off for the H&S in the form of increased traffic. Zoning battles were fought and companies were convinced to locate in Dothan on H&S rails. The only TOFC ramp in town is operated by the H&S, as Seaboard and NS have found that the H&S can operate the ramps more economically than they can. The piggyback operation is H&S's biggest income source.

The increased traffic quickly overcame the capabilities of the tired S1, and former-Chicago & Western Indiana RS1 257 was purchased from Precision National in Chicago. The new Alco was kept busy as Fisher continued an aggressive campaign to bring business to the H&S. This newfound prosperity caught the attention of ITEL Corporation (McCloud River, Green Bay & Western), and in 1975 the H&S joined its family of railroads.

The road has continued to grow and prosper under the stewardship of ITEL and Mr. Fisher with major improvements being made in both the rail line and motive power. In 1984 and '85, all of the 59-lb. rail from the original 19th century main line was replaced, new rubberized crossings were installed and a new yard at Taylor was built. In 1984, the ailing 257 was replaced by another RS1, Atlanta & St. Andrews Bay 913, with the typical A&StAB chopped short hood. In 1985, ex-Southern NW2 1051 was also brought onto the roster.

The Hartford & Slocomb is a five-day-a-week operation with most of the activity centering around the Dothan piggyback ramp. Engineer Hayward Peters and brakeman Mark Hatcher usually fire up 1051 at 7:30 a.m. or 12:30 in the afternoon, depending on the needs of the CofG and Seaboard. TOFC loading is done the old fashioned way, with the

THE HARTFORD & SLOCOMB'S three units wear three different paint schemes. Ex-C&WI RS1 257 is shown at Taylor, Al., on June 28, 1984, next to the new yard tracks. Though presently in storage, the 257 is expected to return to service. NW2 1051 was at Dothan in April 1985. RS1 913 (below), churning through the morning haze at Taylor on December 11, 1984, still wears her A&StAB colors. The 913 and 1051 were sorting out their morning work at Taylor in November 1985 (opposite top). The 913 has worked the Kingsford plant and made up the Dothan train; it will take four cars to Hartford. The NW2 will head into Dothan, traversing a downtown alley (opposite bottom) en route to the Southern/Seaboard interchange. The original S1 is also still on the property.

ALL COLOR
1987
RAILROAD CALENDAR
with 13 COLOR PHOTOS
of steam, diesel and
electric railroad action!

NKP #759 ACL E3 N&W # 611
Little Joes NP 4-8-4 RF&P GP40-2's
WPF7& D&RGW F9 and MORE
11" × 17" open, 8" × 11" photos
$6.00 ea. postpaid
$3.25 each in lots of 15 or more
U.S. Funds Only
Md. res. add 5% sales tax
Potomac Chapter NRHS
P.O. Box 235-C
Kensington, MD 20895

RS1 913 works the Kingsford Charcoal plant on the west side of Dothan in November 1984; she retains her A&StAB home-chopped short hood (below). H&S usually keeps one unit at the Dothan piggyback ramp and another at Hartford, site of the diesel shop.

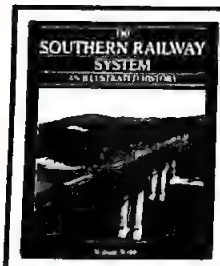
vans being driven "circus-style" directly onto the flats. The loaded flats and other outbound cars are then taken to the CofG interchange (Seaboard picks up its loads there also) or the nearby Bay Line and exchanged for piggybacks to be unloaded and cars for H&S on-line industry.

The frequent movement required in the piggyback operation combined with regular trips east into Dothan and west to the Kingsford Charcoal plant and Taylor yard provide plenty of shooting opportunities. In the four-mile stretch containing all this movement, you will find woodland scenery, smokestack industry, downtown back-alley street running, interchange operations with three other railroads and Alco smoke.

The 913, still in Bay Line livery, is used to cover the route between Dothan and end of the line at Hartford. The runs are not regularly scheduled but often occur on Fridays. The line is crossed and paralleled by several county and state roads and is no problem to railfan on these often unmapped lanes. The train's 20 m.p.h. limit makes it easy to pace, and several excellent shots are available in the rural Alabama scenery, particularly the colorful post office/grocery at Malvern. When the NW2 is down, the 913 can be seen working in and around Dothan.

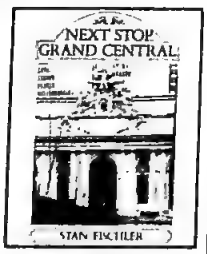
The H&S is easy to find. It is located on the southwest side of the Highway 231/84 bypass that circles the city. The piggyback ramp is adjacent the highway next to a Homecrafters building supply store. Prior to entering the property for photography, you must obtain permission from the H&S office in the Transportation Building, located diagonally across the street from the piggyback ramp. Clearance must also be obtained here before visiting the Hartford shop facilities.

The Hartford & Slocomb is an aggressively managed, profitable short line with an eye to the future. Its colorful roster, regular operation and friendly personnel make it a pleasure to railfan. So, next time if you're in L.A., stop by and check 'em out.



THE SOUTHERN RAILWAY SYSTEM
by William Webb
$24.95
Hardcover, 160 pages, over 150 photographs.

NEXT STOP, GRAND CENTRAL!
by Stan Fischler
$24.95



Hardcover, 176 pages, over 100 photos.

A few *SPEEDWAY TO SUNSHINE* (Florida East Coast) left.
Hurry! $45

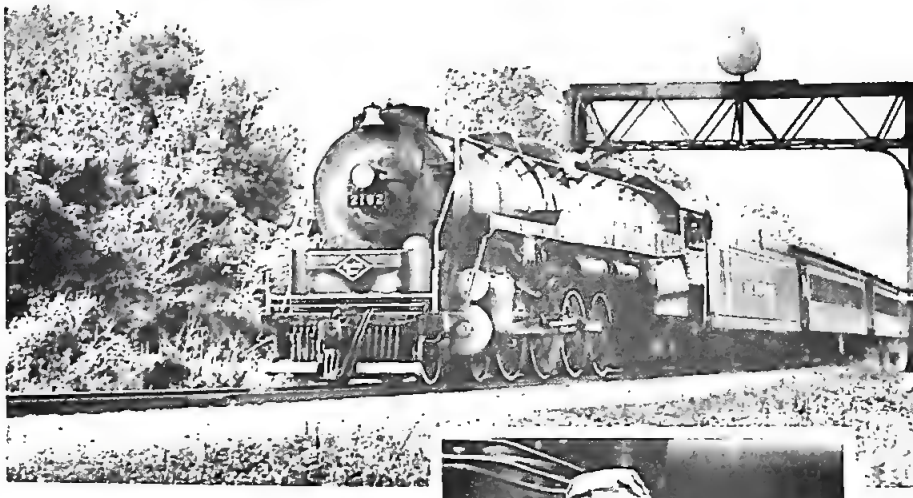
SCHOOL on WHEELS
(N. Ontario school cars)
Coming soon. $9.95

THE BOSTON MILLS PRESS
132 Main St., Erin, Ontario
Canada, N0B 1T0 (519-833-2407)

The Blue Mountain & Reading

It's not just a branch line anymore.

by Jim Boyd and Walt Lankenau



READING 2102 storms under the BM&R's PRR signal bridge on July 5. Andy Muller works with his engines.

PHOTOGRAPHY: JIM BOYD, EXCEPT AS NOTED

It was one of those summer days. How did Neil Diamond describe it, "... you'd almost bet you could hear yourself sweat ..."? The hot, thick air under a milky sky was pierced by a Reading freight whistle. A real screecher. Then the exhaust sound.

Hammering.

Not plodding ... *hammering!*

She literally erupted out of the trees. The Rambles-era T-1 blew beneath the Pennsy position light on the signal bridge and swept by us at about 50 per. Five red coaches bobbed along in a swirl of dust and thin smoke as the stunned lineside railfans scrambled for their cars. She was *gone*.

This would not have been unusual on a main line fantrip, but this was the regular Saturday 2:30-in-the-afternoon tourist run of the Blue Mountain & Reading out of Hamburg, Pennsylvania, on July 5, 1986. That railroad is only twelve miles long!

Was the hogger violating? Nope. The BM&R has FRA Class 3 main line track, legal for 60 m.p.h. with a passenger train. The track has deep, new ballast and a roadbed that was engineered to handle heavy Pennsy coal trains—though most remember its recent years as a rundown Penn Central/Conrail branch populated by light-treading switchers. But this summer the BM&R had made history as the first tourist railroad to own and operate its own 4-8-4. Oh yeah, and don't forget a *pair* of Pennsy Tuscan-and-pinstripes E8s. And the biggest engine to escape the doomed Paulsen Sence collection: Gulf, Mobile & Northern 4-6-2 425.

The Blue Mountain & Reading has come a long way in a short time. In the fall of 1983, six on-line industries purchased with state help twelve miles of the old PRR Shuylkill Branch between Temple (on the north side of Reading) and Hamburg. A local businessman and railfan, Andy Muller, initiated service as the designated operator with an ex-Erie NW2 and former-Reading caboose. The freight business was minimal, but Muller was enthusiastic. A very successful dealer in bullion and rare coins, he had the personal resources to get things moving.

The BM&R first made the national news in mid-1984 when it bought a collection of CF7s from the Santa Fe and brokered them out to nearly every short line in the Northeast (May '85 R&R, page 67). About that same time, he ac-

Continuing our series of **accurate, carefully researched** and **detailed** pictorial reviews of Canada's railways, we are pleased to announce that the following are now available:

CANADIAN PACIFIC IN THE SELKIRKS
by Jan Booth

Covering the main line from Golden to Revelstoke, this 50 page book places particular emphasis on the fascinating Rogers Pass. Included are photographs of all the major features of the line, including four taken at Glacier House between 1887 and 1916 and three at the various Rogers Pass stations. There is a six page section covering the current grade relocation and nine mile tunnel, the largest project since the completion of the original main line in 1885. Most of the photographs are being published for the first time. **$10.00 including postage.**

CANADIAN PACIFIC'S BIG HILL
by Floyd Yeats

This 50 page book covers the mainline between Field and Lake Louise over the first 100 years of operations. Floyd Yeats is a retired engineman who worked "The Hill" from 1941 to 1979 and the book contains many anecdotes about steam and diesel-electric operations, the Spiral Tunnels and the original 4.5% grade with its three safety switches. The majority of the photographs have not been published previously. **$10.00 including postage.**

CANADIAN PACIFIC IN SOUTHERN ONTARIO (Volume Three)
by W. H. N. Rossiter

Continuing his series, Newton Rossiter has compiled another varied collection of photographs illustrating a wide range of aspects of Canadian Pacific's operations in Southern Ontario. As with his previous books, he has included fascinating details of services and operations in the steam era as well as the early diesel-electric years. **$6.00 including postage.**

THE PACIFIC GREAT EASTERN RAILWAY (Volume One)
by Timothy J. Horton

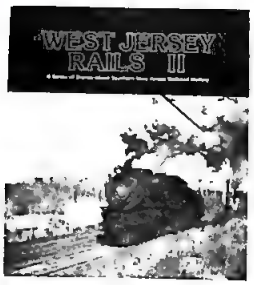
We are pleased to present the first book in a new series covering what is one of the least described railways in Canada and yet one of the largest and most interesting. Timothy Horton has covered both the steam and diesel-electric periods and ranges widely across the extensive network of the PGE, in addition to describing the fascinating history of the railway. At least two further works are in preparation, one about the PGE and one covering the BCR years. **$6.00 including postage.**

CANADIAN PACIFIC IN SOUTHERN BRITISH COLUMBIA
by W. G. Kennedy

A companion to his *"Canadian Pacific's Rossland Subdivision"*, published by BRMNA in 1983, Gib Kennedy has prepared a thorough history of the Boundary Subdivision. 127 miles long and extending from Nelson to Midway, the subdivision was for many years a key part of Canadian Pacific's second main line. The book describes both the development and the operation of the line with emphasis on the steam era. Gib has accumulated an intimate knowledge of this region over many years and we doubt whether anyone else is so well qualified to write the history of this section of the CPR. 32 pages. **$7.00 including postage.**

For further information on forthcoming titles and details of our subscriber offer, send a self-addressed envelope to:

B.R.M.N.A.
5124 - 33rd Street N.W.
Calgary, Alberta, Canada T2L 1V4
DEALER TERMS AVAILABLE



NEW!

WEST JERSEY RAILS II

$9.95 plus $1.00 postage

Ten NEW stories of railroading in southern New Jersey including Maurice River branch, Delair bridge, Atlantic City Union Station, Atlantic type locomotives, Shore Fast Line trolleys, PRSL Diesels and more. 8½ X 11 softbound, 72 pages.

ATLANTIC CITY RAILROAD

$22.95 plus $1.50 postage

Comprehensive history of the Reading's seashore railroad from the beginning in 1877 to the consolidation of RDG and PRR operations in southern New Jersey in 1933. 8½ x 11 hardbound, 172 pages.

WEST JERSEY RAILS I

$7.00 plus $1.00 postage

Stories about a broad variety of southern New Jersey railroad history including Camden & Amboy, Public Service trolleys, the Blue Comet, Phila. & Camden Ferry, and ten others.

PHILADELPHIA, MARLTON & MEDFORD RAILROAD. Still a few copies left of this 32 page 6" X 9" book describing a rural New Jersey shortline. $2.00 plus $.50 postage.

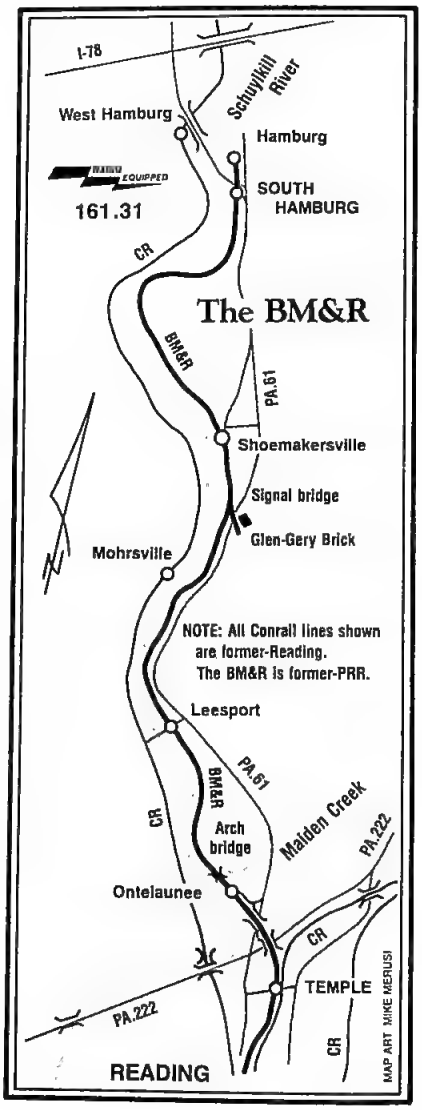
WEST JERSEY CHAPTER
NATIONAL RAILWAY
HISTORICAL SOCIETY
Dept. A,
P.O. Box 1022, Haddonfield, NJ 08033-0597
NJ residents please add 6% sales tax.

quired the "cream of the crop" of the ex-DL&W m.u. cars that were being auctioned off. Railfans snickered as the derelict GM&N 425 showed up from the Wilmington & Western (where it had silently resided for well over a decade after having operated briefly on the now-defunct Valley Forge Scenic Railroad). "That engine's a basket case; he's throwing good money after bad," was the general opinion. And seeing its naked hulk covered in snow, one was hard pressed not to agree.

One year later the snickering stopped. On July 13, 1985, the BM&R held a Grand Opening of its regularly-scheduled tourist trains. The 425 was still in pieces, but Atlantic Central's Royal Hudson 2839 provided the smoke and steam. The handsome Reading depot from Frackville, deep in the anthracite fields, had been dismantled and reassembled at Temple. The DL&W m.u.s emerged as two different but matched trainsets: five "low roof" trailers in Tuscan and 15 "high roof" cars in Pullman green. A trio of RDC cars included a rare RDC3 (9166) built for the B&M (6305, February 1958) and converted to a snack bar car by the Reading.

A month later Reading 4-8-4 2102 came to Reading for a series of "Rambles" on Conrail sponsored by the Reading Company Technical & Historical Society. The fact that the BM&R would originate and terminate the train on its property (and supply its green train for a consist) made the whole thing possible. An open house at the Reading Shops (leased by RCT&HS) on September 7-8 was a prelude to four excursions on Conrail over the next couple of weekends (March '86 R&R). The 425 made her steam debut on November 29, 1985, with three very successful Christmas "Shopper's Specials" from Hamburg to Philadelphia over Conrail. Just wait till next year!

Fate sure played tricks with the BM&R in 1986. The insurance crisis forced Rails Diversified to sell the 2102 when a pair of diesel fantrips were cancelled on them at the last minute (September '86 R&R, page 31). Andy Muller was there with a check in his hand to help them out. As he later acknowledged, "I wouldn't have wished any harm to RDI, but a T-1 has always been my fondest dream—and now I've not only got one, I've got one *that runs*." It's fitting that the last serviceable Reading T-1, an engine that might be an outcast anywhere else in the country,



61 Large R.R. Wall Plaques

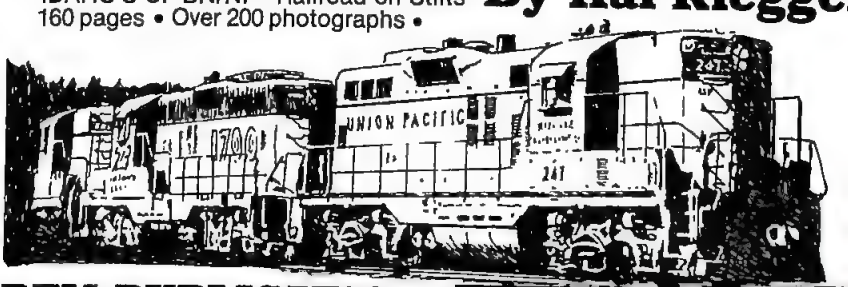
11" to 14" heralds, silk screened in authentic prototype colors cut from strong ⅛" tempered hardboard.

WABASH • RIO GRANDE • RGS • C&S • MILW • UP CMSP&P • NYC Oval • NYC Bar • KCS • MKT • EL UP OVERLAND • JERSEY CENTRAL • CGW • ERIE LEHIGH NEW ENGLAND • LACKAWANNA • NYO&W NP • SP & S • GN 1922 • GN Goat • GN Blue • BN BURLINGTON ROUTE • FRISCO • L&N • N&W • PE ROCK ISLAND • SANTA FE • DM & IR • C&O • SOO B & O • CP RAIL • CP Beaver • CN Leaf • ALGOMA PC • GRAND TRUNK • ALASKA • D & H • C & NW NICKEL PLATE • NY,NH & H • SEABOARD • IC Rail SOUTHERN • SPOKANE INTERNATIONAL • ACL WP • IC Diamond • AMTRAK • SP • COTTON BELT MP • PENNSYLVANIA • READING • RR Crossing

$6.00 EACH add $2.50 per order for P & H.
5 or more $5.75 ea 10 or more $5.50 ea 20 or more $5.00 ea

E.M. QUINN
12412 E. 9th, No. 6, Spokane, WA 99216

THE CAMAS PRAIRIE
IDAHO'S UP-BN/NP "Railroad on Stilts" **By Hal Riegger**
160 pages • Over 200 photographs •



PFM PUBLICATIONS • P.O. Box 57 • Edmonds, WA 98020

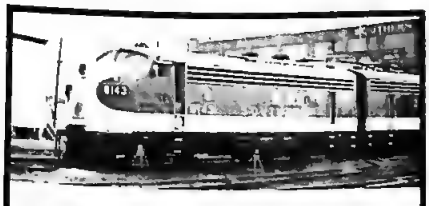
should end up in its hometown where it is not only accepted but is literally worshipped.

But the insurance crisis that brought the 2102 home to stay will also keep it off any main line tracks for the forseeable future. Meanwhile, the BM&R made ready for its first big Railfan Weekend in late June 1986. The pair of Amtrak E8s that had been squirrelled away in the Reading Shops emerged in Tuscan with pinstripes, with Mike Burshtin touching up the last gold paint just in time for their dedication and night photo session (and you should have heard the mellow sound of those units idling inside that huge shop). The Reading Historical crew had finally gotten the nose herald on their "first production GP30," Reading 5513, and the Hawk Mountain NRHS Chapter's CNJ RS3 1554 (away from its home in Jim Thorpe, Pa., and in Reading for wheel work) was on hand for the affair. The rest of the weekend included an equipment display and open house at Reading Shops as well as all sorts of special runs on the BM&R with the GP30, E8s, RDCs and both 2102 and 425.

The 2102's flue time was to expire at the end of July, so after a few weekends of "regular" service on the BM&R it was retired to the Shops for the winter. When the insurance crisis prevented Nickel Plate 2-8-4 765 from venturing east in August for a series of scheduled fantrips, the BM&R and 425 came to the rescue of the Tri-State and Jersey Central NRHS Chapters by pinch-hitting on the August 2-3 trips over N.J. Transit from Hoboken, N.J., to Port Jervis, N.Y. (see page 36). It was the 425's chance to shine—or not shine, as those of us who appreciate weathered locomotives prefer. The "Four-and-a-Quarter" (as she's affectionately known) has acquired the patina of a typical working locomotive and is great to photograph.

So the BM&R is off and rolling. Andy Muller doesn't conceal his desire to take his "big stuff" out on the main line, and

Continued on page 66.



This is our 3RD catalog of slides and color prints. We have over 300 companies available—more than 1300 views—including all major railroads, shortlines, switching and terminal roads, industrials, freight cars, cabooses, and steam engines. Valuable for railfans, scratchbuilders, and modelers. Most slides and photos are 3/4 view and centered, perfect for whatever your needs. Send for our 26-page catalog with complete ordering information. $3.00 ($5.00 overseas) plus free 3 × 5 photo

RAIL PHOTOS UNLIMITED

P.O. BOX 2306, JOLIET, IL 60434

"SAMPLE TRACKS OF ARKAY SOUND"

A 30 minute stereo cassette sampler from ARKAY's collection of 12 STEAM and DIESEL Railroad Albums

ONLY $1.98 PPD
(refundable with first order)

Free catalog also available by mail (or included with sampler)

ARKAY RECORDS DEPT. RFS27
5893 Amapola Dr. San Jose, CA 95129 (408) 252-7800

NYC&HR Print of the 999 for $9.95!

FASTEST LOCOMOTIVE IN THE WORLD!
On May 10, 1893 between Batavia and Buffalo, New York, Charley Hogan pulled all the way back on the throttle and engine 999 leaped into history roaring down the main line at 112.5 mph, the fastest recorded speed of any locomotive in the world!

GIL REID COLOR PRINT

(Based on a highly publicized run of the Empire State Express from New York City to Buffalo, the day before 999 broke railroad speed records.) This beautiful 4-color print (19" x 13" image, centered on heavy cover stock; trimmed, 22" x 16") is available, unsigned and unnumbered for $9.95 with third class postage included (add 50c for first class postage).

SPECIAL: INCLUDED IN THE FIRST PRINTING ONLY WILL BE ONE HUNDRED PRINTS CERTIFIED, NUMBERED AND SIGNED BY THE ARTIST AT A PRICE OF $35.00 PER PRINT POSTAGE PAID.

All subsequent 999 prints will be unsigned and unnumbered. The above prices are for United States, Canada and Mexico only. All other countries, add $5 more per print to cover extra handling and air postage. Wisconsin residents please add 5% state sales tax to the above prices. Payments should be made by money order or check in U. S. dollars only.

TO: GIL REID, P.O. BOX 251, BROOKFIELD, WI 53005

NYC&HR 999 PRINT (packed in sturdy tube)

Send me _____ prints, unsigned and unnumbered @ $9.95 each for total _____

_____ prints, signed and numbered @ $35.00 postage paid each for total _____

First class postage add 50¢ per print _____

Wisconsin residents add 5% sales tax _____

Add $5 per print for countries outside U. S., Canada, and Mexico _____

Prices subject to change. **TOTAL** _____

Name_____

Address_____

City_____ **State**_____ **Zip**_____

the book

You can now charge books

Alaska's Wilderness Rails (1230), Brovald. Story of the Alaska RR today. 98pp soft $8.95
The Allegheny, Lima's Finest (2775), Huddleston & Dixon. Story of C&O/VGN 2-6-6-6s. 244pp hard $29.50
American Narrow Gauge (5231), Krause. Pictorial of narrow gauge since 1940s. 256pp hardbd $30.95
America's Railroads: The Second Generation (1475), Ball & Boyd. All color pictorial. 216pp hard $39.95
Amtrak Trains & Travel (5567), Dorin. History and equipment of Amtrak. 184pp hard $22.95
Apple Country Interurban (5236), Ken Johnson. Pix and history of Yakima Valley. 130pp hard $11.00
Articulated Steam Locomotives of North America(1250), LeMassena. Photos. 416pp hard $49.00
Atchison, Topeka & Santa Fe Railway (2550), Cox. Vanishing Vistas color pictorial. 34pp soft. $9.95
Baldwin Locomotives 1831-1956 (8305), Karr. Steam & diesel builder photos. 228pp soft $35.00
Baltimore and Its Streetcars (1993), Harwood. Pictorial of Baltimore streetcar lines. 98pp soft. $10.95
Baltimore & Ohio Heritage 1945-55 (C52), Krause & Crist. B&O steam action pictorial. 48pp soft. $7.95
Bangor & Aroostook (1150), Johnson. BAR operations, steam and diesel pictorial. 90pp soft. $9.95
B&O Power (5650), Stauffer & Sagle. B&O motive power pictorial history. 350pp hard $35.00
Berkshire Days on the Boston & Albany (1990), Smith. B&A steam pictorial. 68pp soft. $6.50
Bessemer & Lake Erie R.R. (5207), Beaver. History, steam and diesel photos. 184pp hard $20.95
California Central Coast Railways (5453), Hamman. Lines into Santa Cruz. 310pp hard $44.95
Call the Big Hook (5244), Dougherty. Wrecker work on the D&RGW. 256 5½" x 8½" hard $21.95
The Canadian (8310), Delta. Story of Canadian Pacific domeliner. Hardcover. $44.95
Central Vermont Railway (C44), Beaudette. Pictorial history of steam-era CV. 112pp soft $13.95
The Challenger Locomotives (1216), Kratville. Story of UP 4-6-6-4s. 144pp hard $28.50
C&O Power (6658), Staufer. Data and photos of C&O steam and diesels. 350pp hard $35.00
Chesapeake & Ohio, Superpower to Diesels (C49), Dixon. Steam & diesel pictorial. 130pp soft $15.95
Chicago & Illinois Midland (5235), Wallin, Stringham & Szwajkart. 240pp hard $16.50
Chicago Great Western (C39), Hastings. Iowa in the merger decade. 82pp soft. $9.95
Chicago's Passenger Trains (5907), Olmsted. Pictorial from 1950s to Amtrak. 136pp hard $28.95
China by Rail (2881), Middleton. Steam and diesel action in China today. 122pp soft $19.95
The Circus Moves by Rail (5708), Parkinson & Fox. All about circus trains by the experts. 392pp hard $39.95
Coach, Cabbage & Caboose (6001), John McCall. Story of the Santa Fe's mixed trains. 256pp hard $39.95
Coal Boats to Tidewater (9817), Wakefield. Illustrated history of the D&H Canal. 224pp hard. $20.00
C&Sng (5729), Ferrell. Colorado & Southern narrow gauge quality pictorial. 238pp hard $34.95
Colorado's Mountain Railroads (1252), LeMassena. Capsule histories of Colorado railroads. 384pp hard ... $49.00
Colorado Rail Annual 15 (5721), Hauck. Idaho-Montana issue; Utah & Northern to UP. 218pp hard $19.50
Colorado's Loneliest Railroad (5452), Griswold. Big book on San Luis Southern. 190pp hard $32.50
Commuter Trains to Grand Central Terminal (1994), Nelligan. Contemporary and vintage action. 68pp soft ... $7.95
Corsicana and the Ennis Sub (5908), Olmsted. Pictorial of SP/SSW in Texas. 120pp hard $25.95
Crookedest Railroad in the World (2869), Wurm & Graves. Mt. Tamalpias & Muir Woods. 138pp hard $24.95
Crossties over Saluda (9816), Gilbert. Southern Ry. action on steepest grade. 38pp soft. $9.95
Crossties through Carolina (9815), Gilbert. Early railroading in N. Carolina. 90pp soft $6.95
Cumberland & Pennsylvania R.R. (C42), Mellander. Pictorial history of Maryland short line. 68pp soft. $8.50
CZ: The Story of the California Zephyr (2200), Zimmermann. History, pix & plans. 104pp soft. $11.95
Dawn of the Diesel Age (2867), Kirkland. Diesel loco development up to 1937. 200pp hard $29.95
Daylight 4449's Family Album (1575), Johnsen. Pictorial history of SP 4-8-4s and 4449. 114pp soft $16.95
Delaware & Hudson (5539), Shaughnessy. Impressive history and photos of D&H. 488pp hard $34.95
DL&W in the 19th Century (1803), Taber. First book in DL&W history series. 414pp hard. $30.00
DL&W in the 20th Century, Vol.1 (1800), Taber. Second book in DL&W history series. 400pp hard. $30.00
DL&W in the 20th Century, Vol.2 (1801), Taber. Third book in DL&W history series. 400pp hard. $30.00
Destination Topolobampo (5199), Kerr. Kansas City, Mexico & Orient Ry. 260pp 6 x 9 hard. $15.95
Diesels of the Sunrise Trail (1260), Scala. All color pictorial of Long Island R.R. 152pp hard $31.95
The Diesel Years (5221), Olmsted. Pictorial sampling Sharks to EMDs. 160pp hard $20.95
Dinner in the Diner (6856), Holister. Great recipies of food from famous trains. 144pp hard $15.95
Donner Pass (5245), Signor. Photos and history of SP's Sierra crossing. 290pp hard $47.95
Duneland Electric (7107), Kaplan. Story and superb photos of CSS&SB. 114pp soft $19.95
East Broad Top (5155), Rainey & Kyper. History of Pennsylvania's famous narrow gauge. 256pp hard. $36.95
East Broad Top to Mines and Back (C40), Grenard & Kramer. Superb EBT pictorial. 82pp soft $9.95
Ed Nowak's New York Central (7105), Nowak & Zimmermann. NYC's company photographer. 152pp soft .. $12.95
Electric Railway Pioneer (2868), Demoro. Northwestern Pacific commuters and ferries. 130pp hard $24.95
Encyclopedia of North American Railroading (1210), Hubbard. Data and pix. 378pp hard $59.95
Erie Lackawanna (5603), Pennisi. Pre-Conrail railfan pictorial. 88pp soft, color cover. $6.50
Erie Power (6659), Staufer & Westing. Erie steam and diesel pix and data to 1970. 448pp hard $45.00
Evening Before the Diesel (5451), Foss. GTW steam to diesel. 444pp hard $49.95
Famous Steam Locomotives (5450), Cook. Action and stories of great locos. 96pp soft. $9.00
Fiddletown & Copperopolis (2489), Fallberg. Classic Railroad Mag. cartoon series. 144pp soft $9.95
4449 Souvenir Album (1249), Lots of color in official souvenir of 1984 New Orleans trip. 30pp soft $7.00
Frisco Diesel Power (2880), Marre & Harper. SL-SF diesel history, roster and photos. 148pp hard $28.95
Frisco Southwest (6002), McCall & Schultz. SL-SF steam and diesel pictorial. 120pp soft $16.95
From Railway to Freeway (2875), Ball. Pacific Electric and the motor coach. 192pp hard $29.95
F-Units (1990), Mulhearn & Talbi. Coast-to-coast pictorial of EMD FTs to FL9s. 82pp soft $9.95
Georgia Railroad Album (1490), Beckum & Langley. Steam/diesel action and equipment. 74pp soft $10.95
Giants of the West (5723), Cockle. UP's turbines, U50s, C855s and DDs in photos. 210pp soft $23.50
Grand Central (5232), Middleton. Illustrated history of NYC's Grand Central Terminal. 160pp hard. $22.95
Great American Scenic Railroads (1995), Berger & Reid. All-color pictorial of tourist lines. 114pp soft $12.95
Growing Up with Trains (2864), Steinheimer & Sims. Southern Cal. pictorial. 112pp soft $16.95
GM&O North (5909), Olmsted. GM&O in northern Illinois pictorial 1962-72. 104pp hard $22.95
Growing Up with Trains-II (2871), Steinheimer & Benson. Northern California Railfanning. 112pp soft $18.95
Headlights and Markers (5200), Donovan & Henry. Anthology of stories. 400pp 6 x 9 hard $17.95
The Heisler Locomotive, 1891-1941 (3150), Kline. Detailed history of Heislers. 200pp hard $20.00
Historic Alpine Tunnel (5405), Dow Helmers. Full history and pix of Colorado classic. 208pp hard $14.50
History of St. Louis Car Co. (5580), Young & Provenzo. Trolley builder. 302pp hard $30.00
Huntington & Pacific Electric (6864), Crump. Pictorial album of PE. Hard $9.95
Ida Was a Tramp (7300), Quinby. Steamship and railroad lore intermixed. 278pp hard. $10.00
Illustrated CN, CP and VIA Rail Motive Power 1983-84 (8309), Kerr. Pix and rosters. 80pp soft $17.00
Illustrated Modern Freight Cars of North America (8308), Kerr Builders photos. 122pp soft $22.95
Interurban Interlude (01002), Quinby. History of North Jersey Rapid Transit. 92pp hard $12.00
Iron Horses Across the Garden State (1480), Rosenbaum & Gallo. New York-Philly passenger trains. 82pp soft $12.95
Iron Horses to Promontory (5205). Best. Tribute to the Golden Spike. 208pp hard. $26.95
The Jersey Central (5604), Pennisi. Pre-Conrail pictorial of CNJ. 64pp soft $6.00
Katy Northwest (5703), Hofsommer. Sensitive study of an MKT branchline. 320pp hard $26.95
Katy Southwest (6005), McCall & Schultz. Steam and diesel pictorial. 144pp soft. ..... $24.95.
The Key Route, Part 1 (2883), Demoro. Interurbans and ferries across San Francisco Bay. 168pp hard. $31.95
The Key Route, Part 2 (2884), Demoro. Interurbans and ferries across San Francisco Bay. 168pp hard. $31.95
Kinsey Photographer: The Locomotive Portraits (2525), Bohn & Petschek. Superb logging. 144pp hard. ... $35.00
Lackawanna Heritage 1947-52 (C51), Krause & Crist. DL&W steam/diesel pictorial. 50pp soft $7.95
Last of Steam (5513), Collias. Pictorial of U.S. steam in the 1950s. 260pp hard $27.50
Last of the Great Stations (2854), Bradley. Study of Los Angeles Union Pass. Term. 110pp soft. $11.95
Last of the 3-Ft. Loggers (5162), Kreig. West Side Lumber, Yosemite Valley and others. 190pp $16.95
The Last Whistle (5552), Warner. Cliff hugging RR south of San Francisco. $19.95
Laurel Line (2882), Henwood & Muncie. Lackawanna & Wyoming Valley interurban history. 210pp hard $34.95
Lehigh & New England (C41), Crist & Krause. Beautiful steam & diesel pictorial. 82pp soft $9.95
Lehigh Valley R.R. Passenger Cars (5605), Mickey & Warfel. 64 17" x 11" pp soft $13.95
The Lima Catalog (1325), Reprint of 1925 Lima Shay catalog with photos and data. 36pp soft $7.50
The Little Jewel (1290), Abbey. History and motive power of Soo line. 216pp hard $39.00
Little Railways of the World (5508), Shaw. Talyllin and other narrow gauge lines. 270pp hard $14.95
Locomotives of the Duluth, Missabe & Iron Range (4004), King. DM&IR steam & diesel. 320pp hard $39.50
Long Island Electric Heritage (C50), Ziel & Krause. Heavy electrics and m.u.s on LIRR. 68pp soft. $7.95
Long Island Rail Road Memories (1988), Harrison. Autobiography of engineer. 68pp soft $6.95
Marshall Pass (5408), Borneman. Illustrated history and data on D&RGW line. 160pp hard. $22.95
Matches, Flumes & Rails (6879), Stephens. Butte County RR logging road, photos, maps. $17.95
The Mighty 800s (1217), Kratville. Story of the UP 4-8-4s. 144pp hard $28.50
A Milwaukee Transport Era-The Trackless Trolley Years (2859), Schultz. 132pp soft $13.95
Minneota Logging Railroads (5239), King. Pix, history and logging lore. 210pp hard $17.50
The ML2 Story (1275), Bermingham. Australia's EMD/Clyde double-ended F-units. 108pp hard $20.00
Monon Route (5559), Hilton. History and photos of Indiana's own railroad. 322pp hard. $30.00
Morris County Traction Company (2476), Lowenthal & Greenberg. New Jersey interurban. 42pp soft $9.95
Mountain to Mill (1485), McKenzie. Colorado & Wyoming R.R. steam to diesel. 200pp hard $32.95
Mount Lowe (5234), Seims. Illustrated history of Los Angeles area tourist trolley. 234pp hard $27.95
The Movie Railroads (5002), Jensen. Pix and data on trains in movies. 258pp hard $34.95
Narrow Gauge to the Redwoods (6849), Wurm & Graves. N. Pacific Coast & ferries. 170pp hard $18.95
New England Shortlines (1990), Nelligan. Photo stories on short lines. 50pp soft $6.00
New York Central: Gone But Not Forgotten (1377), Cavanaugh. NYC in full color. 168pp hard $37.95
New York Central's Early Power (6660), Staufer. NYC steam and electrics 1831-1916. 354pp hard. $35.00
New York Central's Later Power, 1910-1968 (6661), Staufer & May. 496pp hard $45.00
Norfolk & Western Giant of Steam (5711), Lewis Jeffries. N&W steam pictorial. 250pp hard $39.95
Norfolk & Western Steam (1986), Rosenberg & Archer. Data of last 25 years of N&W steam. 94pp soft. $9.95

depot

on MasterCard or VISA!

North Shore (5169), Middleton. Excellent pix, maps and history. 130pp hard $19.95
Of Zephyrs and Commuters (5911), Bob Olmsted. CB&Q/BN Chicago commuter pictorial 122pp hard..... $26.95
The O&W (5501), Helmer. Classic illustrated history of NYO&W. 212pp hard $15.00
Pacific Coast Shay (5172), Ranger. From origin of the Shay to Pacific Coast type. 112pp hard $16.95
Pacific Electric (5157), Duke. History of California's pre-expressway interurban system $7.95
Paradise Regained: A South African Steam Diary (2202), Zimmermann. Steam today. 56pp soft $5.95
Passenger Train Annual No. 4 (7101), PTJ. 1978 passenger action. 80pp b&w and color soft $9.95
Passenger Train Consists of 1970s (6783), Wayner. U.S., Canada & Mexico. 58pp soft $4.95
Penn Central (5608), Pennisi. "The Northeast Railroad Scene, Vol.6" pictorial 74pp soft. $9.95
Pennsy Power (6652), Staufer. PRR steam & electrics data and pix. Color calendars. 236pp hard. $35.00
Pennsylvania-Reading Seashore Lines (2251), Kramer. Pix and history. 106pp soft $13.95
Pennsy Power II (6653), Staufer. PRR diesel, electrics and some steam. 350pp hard $35.00
The Peoria Way (5910), Olmsted. Toledo, Peoria & Western pictorial from 1960s. 130pp hard $29.95
Pere Marquette Power (1511), Million & Dixon. Excellent illustrated steam/diesel roster. 244pp soft $23.95
Piedmont & Northern (5218), Fetters & Swanson. Great electric rwy. system of the South. 176pp $19.95
Pino Grande (6872), Polkinghorn. Michigan-California Lumber Company logging roads. 178pp hard $29.95
Pittsburgh & Lake Erie (5238), McLean. Photos, maps and history of P&LE. 240pp hard $32.95
Portrait of a Silver Lady (5702), MacGregor & Benson. California Zephyrhistory. 358pp hard $39.00
Prune Country Railroading (5732), Holmes. The San Francisco & San Jose R.R. 194pp hard. $34.95
The Putnam Division (1987), Gallo and Kramer. History and pix of NYC's "Put." 82pp soft $8.95
Rail Rapid Transit 1986-87(8311), Kerr. "Illustrated Treasury" of modern systems. 260pp hard $39.95
Railroad Stations of New England Today (5606), Beauregard. B&M depot pix. 72pp soft. $7.95
Railroads of Arizona (5554), Myrick. Southern Arizona's railways. 480pp, 542 illus, maps $34.50
Railroads of Arizona, Vol.3 (2873), Myrick. Copper mines and short lines. 344pp hard. $44.95
Railroads of Kansas City (5455), Lynch. Steam and diesel in K.C. 144pp soft $14.95
Railroads of Mexico, Vol.1 (2575), Franco. The Mexican Ry., narrow gauge to electrics. 224pp hard. $39.00
Railroads of the Yosemite Valley (6869), Hank Johnston. A classic of 1963 returns. 208pp hard $17.95
Railroad that Lighted Southern California (6853), Johnston. The San Joaquin & Eastern. 128pp. $15.50
Rails Across the Tundra (1232), Cohen. Alaska Railroad historical album. 146pp soft. $9.95
Rails Along the Hudson (1981), Crawford and Kramer. NYC pictorial. 98pp soft. $8.95
Rails Around Gotham (3178), Carleton. Steam-diesel pictorial of N.Y.-N.J. railroads. 320pp hard. $35.00
Rails in the Shadow of Mt.Shasta (5566), Signor. History of SP Shasta Div. 262pp hard $39.95
Rails 'Neath the Palms (5003) Mann. Pictorial history of Florida's railroads. 220pp hard $29.95
Rails North (2755), Clifford. Railroads in Alaska and Yukon: WP&Y, Alaska R.R. and more. Hard. $22.95
Rails, Sagebrush & Pine (5223), Ferrell. Oregon's narrow gauge Sumpter Valley. 128pp hard. $21.95
Rails Through Dixie (5152), Krause & Reid. Steam and short lines in the South in photos. 176pp hard $21.95
Red Car Days (2872), Long. Pictorial memories of Pacific Electric. 66pp soft $11.95
Redwood Lumber Industry (5240), Carranco. Logging, milling and transporting Redwoods. 218pp hard ... $17.50
The Remarkable GG1 (1979), Zimmermann. Illustrated story of GG1 electrics. 72pp soft. $6.95
Ride the Big Red Cars (6840), Crump. Narrative history of the Pacific Electric. 240pp hard $24.95
Rio Grande Diesels: Pictorial History (5726), Strapac. D&RGW first generation diesels. 112pp soft $17.95
Rio Grande Diesels, Vol.2 (5730), Strapac. Hood units from 1950 to SD40T-2s. 114pp soft. $17.95
Rio Grande Glory Days (5228), Lathrop. Heyday of the D&RGW narrow gauge lines. 356pp, illus. $16.95
Rio Grande, Mainline of the Rockies (5518), Beebe & Clegg. A D&RGW classic pictorial. 380pp hard. ... $25.00
Rio Grande Narrow Gauge (2486), Norwood. D&RGW 3-foot lines documented. 312pp hard. $39.95
Rio Grande Ski Train (5731), Patterson & Forrest. History and photos. 64pp soft $8.95
Rio Grande Steam Locomotives, Standard Gauge (2485), Heimburger. D&RGW. 200pp hard. $23.95
Rio Grande West (5725), Hill "A Contemporary Glimpse" D&RGW pictorial. 80pp soft. $9.75
Rip Van Winkle Railroads (5544), Helmer. Picturesque Catskill Mountain short lines. Hard $19.95
Rock Island Motive Power (5710), Lloyd Stagner. CRI&P steam and diesel 1933-1955. 208pp hard. $27.50
The Rogers Locomotive Catalog, 1876 (1280), Quality reprint of 1876 catalog. 150pp soft. $7.95
Route of the Minuteman (1984), Nelligan & Hartley. Boston & Maine action 1969-1979 68pp soft $5.00
Route of the Warbonnets (5900), McMillan. Railfan pictorial of AT&SF action. 176pp hard $27.95
St.Louis Car Co. Album (2876), Young. Company photos described. 160pp hard. $29.95
San Diego & Arizona, The Impossible Railroad (2878), Hanft SD&AE history and pix. 226pp hard $34.95
Sante Fe (5163), Duke & Kistler. A must for all ATSF buffs. 184pp, maps, photos, paintings $22.95
Santa Fe Depots, The Western Lines (6004), Ponds. AT&SF depot history & pix. 240pp hard $49.95
Santa Fe Motive Power (5912), McMillan. Illustrated AT&SF roster as of October 1985. 168pp hard. $39.95
Santa Fe Passenger Consists-Jan.1937 (6797), Wayner. Car names, photos & consists. 54pp soft $7.95
Seaboard Coast Line (C46), Warren & Clark. SCL action in Florida. 116pp soft $15.95
Search for Steam (5561), Collias. Steam in the 1950s; Collias at his best. 360pp hard $29.95
The Seashore's Finest Train (1481), Rosenbaum & Gallo. Story of CNJ's "Blue Comet." 62pp soft $9.95
Shay Class B (1326), Appel. Modeler's Handbook of pix and data on two-truck Shays. 66pp soft. $10.50
Shay Class C (1327), Appel. Modeler's Handbook of pix and data on three-truck Shays. 114pp soft $12.50
Sherman Hill (5402), Eherberger and Gschwind. History and pix. 130pp hard. $14.95
Short Line to Cripple Creek (5728), Wilkins. Colo. Springs & Cripple Creek District. 180pp hard $24.95
Silver San Juan (5706), Mallory Hope Ferrell. Superb study of Rio Grande Southern. 644pp hard $49.95
The Silver Short Line (2866), Wurm & Demoro. History of Virginia & Truckee. 260pp hard. $39.95
Slim Rails Through the Sand (6848), Turner. Illus. history of SP narrow gauge. 106pp soft $13.95
Snowplow (5537), Gerald M. Best. Snowplows and snowsheds on the SP.120pp hard. $24.95
Southern Pacific Dieselization (4005), Garmany. Illus. history of diesels on the SP. 420pp hard $49.50
Southern Pacific Review 1952-82 (5727), Strapac. SP steam and diesel features. 128pp soft $17.95
South Pacific Coast, A Centennial (5456), MacGregor & Truesdale. History of Bay Area narrow gauge. 352pp hard. $34.95
Spirit of the South Shore (2488), Raia. Pictorial with photo roster of CSS&SB. 82pp soft. $11.95
Steaming Up (5153), Samuel Vauclain. The story of Baldwin. 320pp 6 x 9 hard. $15.95
Steam Locomotives of the Frisco Line (5705), Stagner. History and pix of SLSF steam. 136pp soft $17.95
Steam Power of the New York Central (6651), Staufer. Modern power 1915-1955. 224pp hard $30.00
Steam, Steel & Limiteds (1218), Kratville. A passenger train classic back in print. 224pp hard $45.00
Super-Power Steam Locomotives (5192), Cook. Photos and history of Lima Loco Works. 144pp hard. $20.95
Susquehanna (C38), Krause & Crist. History and pictorial of NYS&W before Delaware Otsego. 100pp soft $12.00
Switzerland Trail of America (5407), Crossen. Colorado & Northwestern in pix and history. 422pp hard $37.50
Tehachapi (5242), Signor. Beautiful history of Tehachapi loop. 272pp hard $44.95
They Felled the Redwoods (6844), Johnston. The Sierra redwoods and railroads. 160pp hard. $19.95
They Moved the Millions (1482), Davis. Cars of the New York City Transit System. 102pp soft $12.95
Thunder in the Mountains (6860), Johnston The Madera Sugar Pine Co. of California. Hard $14.95
Thunder Lake Narrow Gauge (9823), Huston. Wisconsin's last narrow gauge logging line. Hard $12.50
To the Mountains by Rail (9814), Wakefield. NYO&W and the Catskill resorts. 415pp hard $20.00
Tours of Discovery (2879), Perles. San Francisco MUNI history and pictorial album. 160pp hard $29.95
Tracks, Tires & Wires (2860), McCaleb. Santa Clara Valley. 176pp hard $27.95
Traction Classics, Volume 1 (5243), Middleton. Illustrated study of interurban cars. 258pp hard $40.95
Traction Classics, Volume 2 (5246), Middleton. Interurban luxury and specialty cars. Hardcover $35.95
Train Freqs (1415), Pro Custom Hobbies. Railroad radio frequency list. Soft $6.95
Trains of the Northeast Corridor (1989), Nelligan & Hartley. NH/PRR/Amtrak. 98pp soft $9.95
Trolley Days in Pasadena (5241), Seims. Hotels, railroads and trolleys. 198pp hard $34.95
The Trolley Titans (2861), Carson. Atlanta's transit from mule cars to metro. 188pp hard $27.95
Trolley to the Past (2865), Young. Guide to trolley museums in U.S.A. 160pp soft. $19.95
26 Miles to Jersey City (5607), Komelski. Pictorial of CNJ depots. 62pp soft $8.95
Ulster & Delaware (5229), Best. U&D to NYC picturesque line in the Catskills. 208pp hard $21.95
Union Pacific 1977-1980 (5713), Cockle. Detailed and illustrated UP diesel roster. 210pp soft $18.95
UP Motive Power Review 1968-77 (5406), Hol Wagner. Rosters and features. 120pp soft $11.95
Union Pacific Steam Northwestern District (5403), Ehernberger and Gschwind. 136pp hard $19.95
Vancouver Island Railroads (5214), Turner. Main lines to loggers, yesterday and today. 170pp hard $21.95
VIA Rail Canada: The First Five Years (7105), Nelligan. VIA pictorial in b&w and color. 80pp soft $12.50
Virginia & Truckee Locomotives (1402), Koenig. History and pix of V&T's steam fleet. 88pp soft $14.00
Wabash (2487), Heimburger. Wabash railroad history, equipment and photos. 320pp hard $38.95
Western Maryland Diesels (2250), Jahn and Johnson. WM diesel b&w and color. 114pp soft $12.95
Western Maryland Steam Album (1510), Wm. Price. Magnificent WM steam in full color. 106pp hard. $27.95
Western Maryland Steam in the Alleghenies (C37), Grenard & Krause. Action pictorial. 84pp soft..... $9.95
Wheels Rolling-West (1775), Styffe & Benson. Revised second printing Western pictorial. 80pp hard..... $17.50
Whistle Blows No More (2874), Johnston. Rail logging in Sierra Nevada. 160pp hard $25.95

Carstens Publications, Inc.
P.O. Box 700
Newton, N.J. 07860

I am enclosing check or money order for $.....
Please send me the books I have indicated below.
(If you do not wish to cut this magazine, print or type titles and numbers on a sheet of paper.)

NOTE: Please add $1.00 postage and handling on orders under $10.00.

_____

_____

_____

And you can charge it on your MasterCard or VISA!

Dept. 5818

Name _____

Street _____

City, State, Zip _____

Charge to: ☐ MasterCard ☐ VISA

CARD NUMBER _____ EXP. DATE _____

SIGNATURE _____

Please print or type legibly. N.J. residents add 6% sales tax.

KODACHROME R.CH WALLACE

once the insurance problems can be resolved, you can rest assured that the 2102 will return to Harrisburg and the E8s will see both Bay Head and Horseshoe. And the RCT&HS' GP30 is soon to be joined by an Alco C630, Reading 5308, which will become part of the BM&R "special event" fleet.

But the foundation of the BM&R will remain those twelve miles of 60-m.p.h. track. "I got into the tourist railroad business because I wanted to help the

economy around here. I want to bring people to Hamburg to shop in local ice cream parlors," Andy expounds. And he has the energy to make those dreams into reality. The railroad needs freight business for a solid foundation, and the traffic has been growing at a promising rate. The regular tourist runs have to improve in ridership, and they are already working out promotions for next year with tour operators and Reading's locally legendary outlet shops ("come to Reading and let mom go shopping while we entertain dad and the kids on the train").

There aren't many tourist railroads that can give you real main line speeds, and that's something the BM&R can market. For the railfans, 1987 should see a number of special events and a published schedule of E8/2102/GP30 operations. Meanwhile, there's a Railfan Weekend set for October 11-12, 1986. Let's hope for good weather. ⊂

BLUE MOUNTAIN & READING has a lot to offer. Fall colors highlighted a Jersey Central NRHS charter of the RDCs on November 10, 1985, shown (**below**) on BM&R's Maiden Creek Viaduct. The 1986 Railfan Weekend (June 27-29) included a Friday night photo session at Reading Shops (**bottom left**), where PRR E8s 5706-5898 made their debut. They were hauling passengers through Leesport (**top left**) on Sunday. Hawk Mountain NRHS Chapter's CNJ RS3 1554 was visiting BM&R in 1986 and was used on an RCT&HS fantrip on June 19 (**above**) with GP30 5513. Regular power for the BM&R's tourist trains is ex-GM&N 4-6-2 425 (**left center**), shown in June 1986 putting an evening train away.

KODACHROME: MITCH DACKELMAN

TRACKSIDE TIMES

Rail operations news from the Great Lakes to the Gulf of Mexico, from the Atlantic to the Mississippi (excluding the northeast).

Send for sample copy.
Subscription - $10 for six issues.
4415 E. Greenview Dr., Dayton, OH 45415

Rio Grande CALIFORNIA ZEPHYR

GRANDPA'S DEPOT & CABOOSE

3308 W. 38th Avenue,
Denver, Colorado 80211
Buy • Sell •
Railroad-Related Antiques
Sales Showrooms Now in Denver
10 minutes from airport.
Exit 272, I-70
Wholesale/retail

quarterly mail catalog, Send $2. for 4 issues

SPECIAL... of the month

Rio Grande Zephyr or
California Zephyr Tablecloths
Good Condition 5 for $35.00

Four Rooms of Railroad
in Victorian House
303/455-3131—455-8822

CANRAIL VIDEO
718 LAWRENCE RD. #101 HAMILTON ONT. L8K-1Z6 416-549-5900

Covered Wagons on the Nanticoke, CN's 9100s

The CN "F" units arrived at the Great Lakes Region from Edmonton, Alberta in early 1986. Due to their old age and their great ability to handle bad weather, which Lake Erie and Nanticoke are noted for, these engines were selected for the Nanticoke run.

This video includes cab ride and line shots in some of Southern Ontario's finest scenery. Written narration and map included.

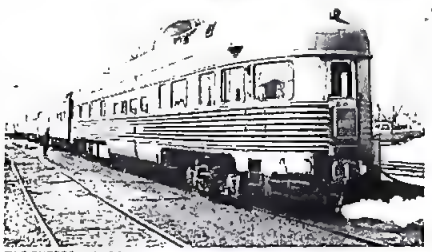
50 min. **$65.00**
Beta II or VHS

Ontario residents add 7% sales tax

Send cheque or money order to above address, and allow 2-3 weeks for delivery.

Markers

BY JIM BOYD



TWO PHOTOS HOMER HILL

VIA'S *CANADIAN* rolls west under gloomy skies near Banff, Alta., on May 21, 1986. What makes this photo (above) unusual is that it was taken by one of the passengers who was riding the train. Homer Hill and two friends rented a car at Calgary and chased their train to Golden, B.C.! Homer's party had reserved all the sleeping space in the dome obs *Laurentide Park* shown (left) at Sudbury.

Homer's Odyssey

Homer Hill loves to ride passenger trains, and since his retirement from the printing business a few years ago, he has been doing a lot of it. He has also been sharing his pleasure with others by working as a travel agent through Madison Travel in Madison, New Jersey. When SteamEXPO was announced, Homer went to work early and booked a rather remarkable transcontinental excursion for his railfan friends and customers in the Northeast. A total of 26 people were involved in all or portions of the trip.

The centerpiece of Homer's trip was reserving all of the sleeping space in the *Laurentide Park* observation lounge on the westbound VIA *Canadian* out of Toronto on May 19—along with additional sleeping space, of course, in adjoining cars. It was almost like having their own transcontinental private car.

The various travelers got to and from Toronto on a variety of Amtrak, VIA and "other" conveyances. Some opted for a side trip to Prince Rupert on VIA's *Skeena*, with an air connection down to Vancouver. The return trip was on the *Super Continental* out of Vancouver on May 27, changing to the *Canadian* at Winnipeg.

One of the more unusual ventures during this trip involved Homer, Tom Nemeth and Mitch Dakelman renting an automobile at Calgary and chasing their westbound *Canadian* for 171 miles through the Canadian Rockies and Spiral Tunnels to Golden, where they reboarded the train. Now *that's* what you call having confidence in a rental car.

The R&LHS

We see a mention of the Railway & Locomotive Historical Society when they present their Railroad History Awards each year, but the rest of the time this organization functions in relative obscurity simply pursuing a quality approach to documenting the rail-

ROSS ROWLAND'S MOTIVE POWER OF THE FUTURE

"HI-TECH STEAM."

Limited edition color print with ACE 3000 and Greenbrier #614. Only 1,000 numbered and autographed by Ross E. Rowland, Jr. From painting by Charles L. Amos. 22" x 16" suitable for framing. A "must" for all rail enthusiasts. Order now. First come, first serve!

Mail order to: Russell Hill Assoc., P.O. Box 662, Dept. RR, Greeneville, TN 37744-0662. Allow 4 weeks for delivery.

Please send _____ copies at $25 each (includes mailing tube and shipping in U.S. only). Enclosed is a check ☐ money order ☐ for $_____ (U.S. funds only). Add $2.00 for Canadian destinations. No stamps or coupons.

Name_____

Address_____
(Street Address Only)

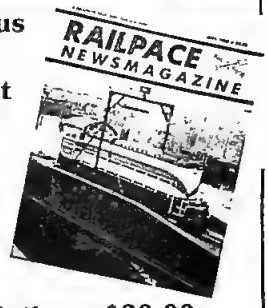
City_____ State_____ Zip_____

VIDEO TAPE
MEC & GT TRAINS
25 mins VHS or Beta from color movies steam locomotives Maine 1950-1954 with sound. Over 70 runbys $39.95 Maine res. add 5% sales tax

Wendell Lewis 1-207-594-9208
208 Talbot Ave., Rockland, Me. 04841

RAILPACE NEWSMAGAZINE

Your Focus on Northeast R.R.ing in Full Color!



Subscriptions: $30.00 per year (12 issues) or available at better hobby shops.

Send $3 for sample copy.

RAILPACE COMPANY, INC.
P.O. BOX 927
PISCATAWAY, NEW JERSEY 08854

THE DEPOT ATTIC

377 Ashford Ave. Dobbs Ferry, NY 10522
"America's Foremost Dealers In Railroad Memorabilia"

Offering a Large Selection of Authentic Railroad Paper and Hardware Material.

Buying Large Collections or Single Items Including Lanterns, Timetables, Keys, China, Passes, Badges, Books, Hardware, Brochures and Miscellaneous.

Write, or Phone 914-693-5858 (Evenings)

Store Hours: Weekends Only 12 to 5:00 PM
Send $2.00 to Receive Catalogs

road scene. Founded in 1921, the R&LHS was the first organization in North America to focus on railroad history. One of the smaller of the national organizations today, the R&LHS has an academic stature far greater than its numbers might imply. Its active membership includes a surprising number of members from the academic community and museums (including, not incidentally, the Smithsonian). Its twice-a-year 150-page publication *Railroad History* is one of the hobby's standard reference sources with authoritative features on railroad history, operations and equipment as well as some of the most ambitious and detailed locomotive roster projects ever attempted. Additionally, members receive the quarterly *Newsletter*.

Since the 1920s the R&LHS has collected documents, photos and archival material that were housed for many years at the Harvard Business School. This research collection has been recently moved to its new home at the California State Railroad Museum in Sacramento, where it is being professionally managed and catalogued.

The R&LHS is a national organization that holds an annual convention each May. Additionally, there are five local chapters—New York, Chicago, El Paso, Southern California and Northern California which conduct meetings and have their own publications, activities and restoration programs. Annual membership is $15, and you can contact the R&LHS at P.O. Box 1418, Westford, MA 01886.

Tugboat "Float-By"

An operating display of former railroad tugboats—billed as a "Float-By"—was held on the morning of Friday, July 25, as part of the Minuteman '86 NRHS/RRE/NMRA convention in Boston. The attendees were rewarded with a superb show of tug handling from an excellent viewing location. Boston Fuel Transportation provided the three tugs, and the 45-foot water depth between the World Trade Center pier and the fish pier allowed the tugs to operate within 100 feet of the viewing location on a newly constructed sidewalk. The three BFT tugs which took part were the *Karen Tibbetts*, the *Cornell* and the *Hercules*.

The *Karen Tibbetts* was originally the Vir-

Railroad Antiques & Artifacts
Choice things from America's leading mail order specialist in diverse non-paper RR collector's items. Museum quality (Smithsonian a regular customer), satisfaction guaranteed. Send $1 for current lists.
Scott Arden- 20457-R Hwy 126
Noti, OR 97461 (503) 935-1619

All Aboard!

An Amtrak ticket —
A trip around the world
or anything in between

A travel agent
for the rail fan

Call us or write us
for all your travel needs

CHALLENGER TOURS
3672 NOTTINGHAM WAY
P.O. BOX 8965
TRENTON, N.J. 08650
609-586-4664

NATIONAL FILM BOARD OF CANADA
STEAM & DIESEL VIDEO

RAIL CANADA SERIES
PART ONE "Farewell to Steam", 60 min. sound/narration
PART TWO "Railroaders", 60 min./sound/narration
FREE
$54.95 ea. or $99.90 set
NORTHLAND HOME VIDEO

3
EXCITING COMPUTER SIMULATIONS from
SIGNAL
COMPUTER CONSULTANTS

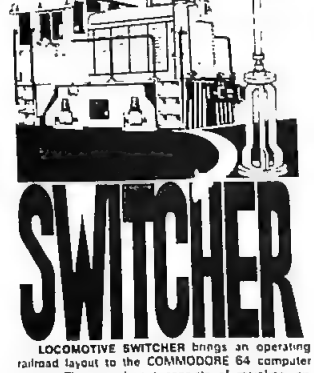
Are available from SIGNAL COMPUTER CONSULTANTS, Ltd., P.O. Box 18222, Dept. 1, Pittsburgh, PA 15236, or call (412) 655-7727. US and Canada add $2.50 postage and handling ($4.00 foreign) for each game ordered. PA residents include sales tax. Use Master Card, VISA, moneyorders or checks drawn on US or Canada banks. Master Card and Visa show card number, expiration date and signature. We guarantee and support our products. Free replacement or full refund for 30 day warranty period. Dealer inquiries invited.

SUPER DISPATCHER

Created in response to feedback from users of the popular *TRAIN DISPATCHER* program, **SUPER DISPATCHER** is the most extensive CTC simulation on the market today for personal computers. Three completely different territories are provided along with new features such as fleeting, train reversing, control over clock speed, and complete randomization of dispatching situations. Programmed in assembly language, **SUPER DISPATCHER** provides for lightning-fast response to your commands as you route up to 60 trains over single, double and triple track territories.

Available for the Commodore 64 (disk only) at $35.00. Keyboard template and comprehensive instruction manual included.

LOCOMOTIVE 42 27 SWITCHER



LOCOMOTIVE SWITCHER brings an operating railroad layout to the COMMODORE 64 computer screen. The microlayout consists of mainline, six switches and seven loading areas. Sophisticated car-motion logic simulates train movements to a degree not possible on "real" model railroad layouts.

LOCOMOTIVE SWITCHER operates in two modes. As a FLAT YARD cars must be "spotted" at assigned loading docks — or pulled out to the mainline. In HUMP YARD mode the layout becomes a mini-classification yard. Operator performance is tracked and scored based on number of cars spotted, train moves, car damage and operating time.

For COMMODORE 64 (disk only) at $30.00. Manual and keyboard template included.

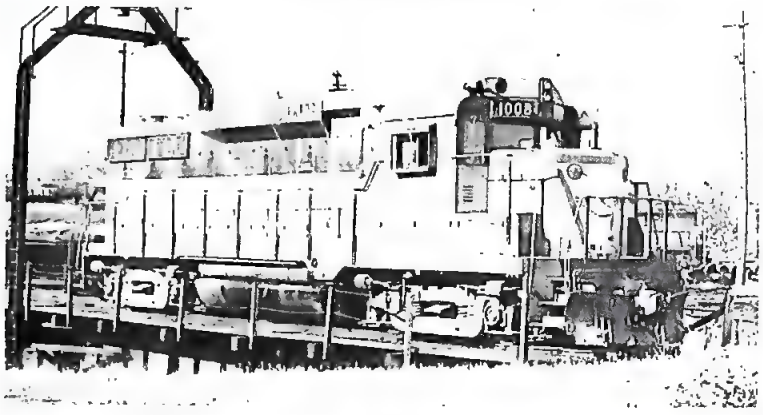
TRAIN DISPATCHER

Color TV or Monitor recommended.

Adapted for home computers by designers of systems for major railroads, **TRAIN DISPATCHER** faithfully simulates operations in a railroad traffic control center. In an accelerated 8 hour shift you must move up to 12 trains in both directions through a 150 mile territory—throwing switches and clearing signals to keep the trains on schedule.

Commodore 64 and Atari 800/800XL versions available at $15.00. Apple II, II+, IIe, IIc $20.00; IBM PC $30.00. All disk only. Other requirements: Atari 800 – BASIC, IBM PC – Color Graphics Card.

NEXT in RAILFAN & RAILROAD



- **THE STORY OF THE GP30:** Win Cuisinier examines one of EMD's most interesting locomotives. The GP30 was the first EMD locomotive designed from the ground up as a true "second generation" unit, and its unique styling has made it a railfan favorite.

- **THE AMADOR CENTRAL:** Two blue Baldwins still ply the high country rails in central California. David Lustig tells us where and when they can be found.

JANUARY ISSUE ON SALE NOVEMBER 18

ginian Railway tug *W.R. Coe*. She was designed by Joseph Hack, who also designed tugs for the Erie, New Haven and Lehigh Valley. The *W.R. Coe* was unusual among railroad tugs in that it was specifically designed performing shipdocking and coal barge work rather than handling railroad carfloats. The 105-foot vessel, powered by a Cleveland Diesel Division (of GM) 16-cylinder 278A main engine with electric drive, was built by Jakobson Shipyard of Oyster Bay, N.Y., and was delivered to the railroad in 1957. It operated for a short time at the Virginian's coal piers at Sewells Point, in Norfolk, Va., before merger with the Norfolk & Western resulted in the vessel being transferred to Coal Terminal Towing (an N&W subsidiary) and being eventually renamed the *R.B. Claytor*. The tug was employed in shipdocking and pier maintenance service in Norfolk until 1983, when it was purchased by BFT.

The *Cornell* was originally a Lehigh Valley vessel of the same name, one of a small number of railroad tugs which have retained their original names despite ownership changes. The 106-foot tug, like the *Coe*, is powered by a 16-cylinder Cleveland 278A with electric drive, was designed by Joseph Hack and built by Jakobson Shipyard. The *Cornell* was delivered to the LV along with an identical sister vessel, the *Lehigh* (now operated by Curtis Bay Towing of Norfolk as the *Swan Point*). When the LV began to sell off its marine fleet, the *Cornell* was initially purchased by Ross Towboat Company and was subsequently sold to BFT.

The *Hercules* was originally the Baltimore

Switch List

CLASSIFIED ADVERTISING: Rates: 35¢ per word, minimum order $4.20. Count all initials, numbers, address components. Zip code is free and mandatory. Abbreviations (COD, SSAE, rpm, it's, 5x7, 8mm, PO, etc.) count as one word. We must have home or business address for all persons using PO Box numbers. Address all classified ads to: Switch List, RAILFAN & RAILROAD, PO Box 700, Newton, NJ 07860. Ads sent to other departments may be delayed or lost. Payment must accompany ad copy. Ads will be placed in catagory deemed most appropriate; requested catagories will be considered. All ads will be set in our standard 6 point type with lead in capital letters. All ads subject to approval of the Publisher. Closes 1st of the month, three months preceeding date of issue.

ANNOUNCEMENTS

OCTOBER 11, 12, 18 or 19, 1986: New River Train 1886. All day excursion from Huntington or Charleston, WV, through the fall colours of West Virginia's "Grand Canyon of the East". The new river gorge. Steam power with NKP no. 765. Send SSAE to: RRHS, PO Box 1252, Ashland, KY 41105-1252. 1186

WESTERN NEW YORK RAILWAY HISTORICAL SOCIETY Annual Train Show, November 22 and 23, 1986. To be held at Buffalo Convention Center, Buffalo New York from 10 A.M. to 4 P.M. each day. Toy trains, Railroadiana for sale with displays of rail memorabilia. Admission, $2.00 for adults, $1.00 for children, children under 5 free. For more information on tables, etc. send SSAE to: Tom Boldt, PO Box 172, Orchard Park, NY 14172. 1186

BOOKS & PUBLICATIONS

MISCELLANEOUS MAGAZINES 1910-1984. Railroad Cyclopedias. "Baldwin Locomotive" magazines. Richard Prince Books. "RLHS" bulletins, "PRR Mutual Magazines", calendars. 88 cents LSSAE to: Ben Smith, 861 Ronnie, Philadelphia, PA 19128. 187

BACK ISSUES - RMC, MR, Trains, others. SSAE for list. Alker, Mayflower Court, Martinsville, NJ 08836. 1187

RAILROADING IN THE CAROLINA SANDHILLS: Volume 1: The 19th Century, includes 262 different railroad companies and private operations; 224 pages 8 1/2" X 11", hardback with 190 illustrations. Send $25.00 total to: Heritage F. Publishing, 207 Kimrod Lane, Matthews, NC 28105. 1186

HERE'S A BOOK we're sure you'll enjoy if you're a C.N.E. fan. This pictorial review contains over 180 fine postcard views and photographs of scenes you'll never see anymore. You'll also enjoy studying a reproduction of Employees Time Table #69 of September 24, 1916, with all its rules, regulations and schedules. There's also a splendid Public Time Table reproduction and a page of old tickets, plus a list of station telegraphic codes. You'll find some splendid views of passenger equipment, both interior and exterior. This is not a history book, but more of a scrapbook of rare scenes and material about the C.N.E. Money back guarantee. You must be completely satisfied with this Pictorial Review or your money will be promptly refunded. 8 1/2 X 11" softcover, plastic bound 120 pages of rare material, at only $8.00 per copy postpaid, if you're a C.N.E. fan we don't think you can find a book with such a rare material for the price. Shipped via book rate mail, send only $8.00 today for your copy. Limited printing so get your copy now. From: Ruth Gardner, PO Box 199, Mountain Topp, PA 18707-0199. 1186

GARDNER'S SCRAPBOOKS - Do you enjoy looking at old postcard views and timetable reproductions? If you do you'll like our scrapbooks. These are 24 page 8 1/2 X 11 booklets containing rare and interesting material you may never see anywhere else. At only $2.50 each postpaid, and with Gardner's money back guarantee. Get one or more of the following; Baltimore & Ohio scrapbook, Chicago and Western. Immediate shipment. With more material is the 48 scrapbook, only $4.95 postpaid. Some of the popular larger sized plastic bound Milwaukee Railroad Vol 1, 2, 3, 4 - Rutland Railroad - Central New England Rwy. West Shore Railroad Vol 1, 2. Order scrapbooks or pictorial review books of your choice now from Ruth Gardner, PO Box 199, Mountaintop, PA 18707-0199. 387

AUCTION RR, TROLLEY books, booklets, bulletins, other. Excellent condition. Most out of print. LSSAE for list. Charles Parsons, 2021 SW Shorewood, Dunnellon, FL 32630. 1186

"NEW NORTHERN OHIO'S INTERURBANS" drastically reduced (below cost) to settle estate. 320 page book written by Harry Christiansen, before his death in 1955. 140,000 words, 1,000 illustrations. A must for every trolley and nostalgia fan. Hard cover, was $39.95, now $22.00. Soft cover was $33.95, now $16.00. Mail check plus $1.50 postage to: Liz Christiansen, PO Box 762, Erie, PA 16512-0762. 1186

"THE ROUTE OF PHOEBE SNOW", a history of the Lackawanna Railroad in word and picture. Revised, enlarged edition. 184 pages, 230 photos, 6 maps. $20.00 postpaid. New York residents, tax please. Sheldon King, 361 Route 14, Lyons, NY 14489. 1186

CLASSICS OUT-OF-PRINT books. The only books ever to feature the corporate photographic files of America's largest builders. Alco Treasury (700 photos) #80, Budd Pass: Trea. (600 photos) 380, GE Cent Treas (700 photos) #80, PS pass cars (post 1945, 440")#80. Postpaid insured mail. Jim Kerr, Box 177, Alburg, VT 05440. 1186

BACK ISSUES - Railroad magazines, Trains, Model Railroader, Railroad Model Craftsman, others. SSAE for list. Alker, Mayflower Ct., Martinsville, NJ 08836. TF

SEND FOR FREE color pamphlet of the 18 most popular mementos of "The Durango & Silverton Narrow Gauge Railroad". Narrow Gauge Mementos, Dept. RD, PO Drawer J, Durango, CO 81302. 1186

INTERESTED IN CANADIAN railway and transit news? Then join the Upper Canada Railway Society. Founded in 1941 and incorporated in 1952, with over 600 members in Canada and U.S., the U.C.R.S. is Canada's second oldest railfan club with headquarters in Toronto. Meetings are held on the third Friday of each month. Members receive an excellent Newsletter filled with news and historical articles on the Canadian rail scene. Dues are $20.00 Canadian funds. Write U.C.R.S., Dept. R, 82, Box 122, Station "A", Toronto, Ontario, M5W 1A2. 1186

CHRISTMAS RAILROADING CLASSIC, "Great Texas Christmas Legends", Texas author Zeno Zeplin's Official Texas Sesquicentennial Commemorative book puts historical steam locomotive into Christmas legend and tradition with hilarious adventure involving old railroaders and more. Bonanza of unforgettable fun and nostalgia. A Collector's Classic. Autographed copies $9.95, postpaid. Nel-Mar Publishing, Dept. RC, PO Box 1138, Wimberley, TX 78676 1186

JUST OUT! Smoke in the Canyon, retired SP engineer Dick Murdock's 6th railroad book. Biggest and best. Free brochure, Drawer 1346, Ross, CA 94957. 187

"NARROW GAUGE TO THE HILLS" by Mead $15.95 plus $1.25 shipping from David & Charles, North Pomfret, VT 05053. TF

"THE KD LINE" a history of C&NW's Kenosha, WI. Rockford Illinois route. 180 plus pages, photos, maps. $18.50 each post paid (Illinois residents add 6% sales tax.) P.L. Behrens, PO Box 173, Hebron, IL 60034. 1186

GOOD PRICED RAIL BOOKS SINCE 1976! 600 new and used titles Back issues of Locomotive Quarterly. $1.00 for list, refundable with order. P&K Enterprises, 1900 Huntington Drive, Longview, TX 75601 387

ED GARDNER'S PICTORIAL REVIEW BOOKS, reproduction 2nd editions now available, Lehigh Valley vol. 1, 2, 3, 4. Erie vol. 1, 2. Lackawanna vol 1, 2, 3 Rock Island vol. 1, 2. Immediate shipment Also Milwaukee vol. 1, 2, 3, 4. Central New England, Rutland. $8.00 each postpaid from: Ruth Gardner, PO Box 199, Mountaintop, PA 18707-0199. 587

OUT-OF-PRINT railroad books, magazines, annual reports, equipment registers Please send $1.00 for large catalog. Tom Bjorkman, 128 Lake Drive East, Wayne, NJ 07470. 1186

BACK ISSUES trains magazine 1966-70-71-74-76-78-78-82-84. All years complete, $27.00 per year or $200 takes all. E.J. Kaspriske, 2350 Oxford Ave., South Plainfield, NJ 07080.1186

FOR SALE

LIVE STEAM ENGINE LOCOMOTIVES! Excellent craftsmanship. Locomotives sold separately, as kits or assembled, as three piece freight railway system or three piece passenger railway system. "O" gauge narrow gauge system, based on the old time saddle-tank type locomotive. Complete with twenty pieces all-metal track, Solid fuel tablets, lubricating oil, filler funnel and coupling hook. Low prices. Steamworks, PO Box 923, Dept. D, Buckingham, PA 18912. 387

86 YEAR OLD GN CABOOSE roadsided as commercial venture on Hwy 93 between Whitefish & Kalispell, Montana. Winter & Summer recreation area. Acre property includes house, well, storage, hay, & horse sheds & workshop. The Caboose, 5855 Hwy 93 S., Whitefish, MT 59937. 1186

PASSENGER CARRYING TRAINS for sale! R.H. Hankla, (703)628-6879. 187

TWO LARGE TACKLE BLOCKS, two and three shieves, 11" X 15" stamped. L.P.C. Company. R.R. Weigh Station Scale Beam, Copper faced iron. Price negotiable. S. Gladding, Box 281, Montrose, PA 18801. 1186

This could be your ad!

See the details at left.

STEAM LOCOMOTIVES, 700mm gauge and others, some in working order, other less fittings. Most are 0-6-0, 0-8-0, 0-4-4-0 tanks German and American built. Assistance given for export or rebuilt, serious inquries only please. Reply: S.P.R.R., Post Office Box 126, The Basin, 3154, Australlia. 1186

MISCELLANEOUS

LEAD SOLDIER MOLDS, supplies, soldier sets. Catalog $1.00. Special! Six soldiers, painting guides, catalog and free block blade knife and case $6.00. Coastal, Box 1053-RF, Brick, NJ 08723. 387

RAILROAD ART

COLORFUL WATERCOLOR painting from your black and white or color photo or photos of trains, streetcars, buildings. 18 X 24 inches, price $60.00, information, photo sample. SSAE to: Charles Mc Connell, 73 Circuit Drive, Binghamton, NY 13903. 1186

ORIGINAL PAINTING from your faded photo or photos, trains, cars and etc., 18 x 24 inches, water color $60.00 or acrylic on canvas $70.00. Photo sample information to: Charles McConnell, 73 Circuit Drive, Binghamton, NY 13903. 187

GREAT NORTHERN GOAT, ceramic reproduction, my sculpture 11" x 8" x 4", rocklike base $35.00 ppd. USA, with second goat walking position $55.00 ppd. E. Goss Great Northern Sculptures, 288 1st Ave., WN Kalispell, MT 59901. 1186

RAILROAD CALENDARS

1987 NORTHWEST RAILROAD WALL CALENDAR. Color cover, GN articulated, 20 B&W photos of bygone scenes. $5.00 postpaid; 1986, 1985, 1984, 1980, $2.50 each. Inland Empire Railway Historical Society, Box 5334, Spokane, WA 99205. 187

LACKAWANNA & WYOMING VALLEY RAILWAY Historical Society, 1987 Railway Calendar. Color cover and twelve B&W photos of rails, transit, and traction in Northeastern Pennsylvania. $3.50 postpaid. Calendar, Dept. RR, PO Box 1152, Scranton, PA 18501. 187

1986 WESTERN NEW YORK RAILROAD CALENDAR. Thirteen new photos of historic and contemporary regional railroading. Steam, diesel and electric. $3.95 plus 55 cents postage. Rochester Chapter NRHS, 36 Rochester St., Scottsville, NY 14546. 287

NEW YORK CENTRAL 1987 CALENDAR. Color covers. Thirteen photos inside. Historical information. $4.95 each. Ohio residents include 27 cents sales tax. New York Central System Historical Society, Dpet. C, PO Box 58994, Philadelphia, PA 19102-8994. 387

RAILROAD GAMES

LAST CALL! Clearing out the last 50 copies of Boxcars, the game that became "Rail Baron" after Avalon Hill purchased the rights. They are new, in sealed boxes, postage paid $12.00 each. Satisfaction guaranteed. Boxcars, Box 666, Covington, GA 30209. 1186

RAILROADIANA

OFFERING authentic railroadiana for the new & advanced collector. Signs, stepstools, spittoons, steam whistles, dining car items, locks, keys, lanterns, depot items, etc. Will take consignments, also buy. (Wish to eliminate for offer trade credit.) For details and 24 page list, including bid items, send $1.50 to: T & L Railroad, 4512 Montrose, Houston, TX 77006. 713-523-4356. TF

STEAM LOCOMOTIVE WHISTLE: Made of wood and sounds like "All aboard time". Cannonball railroad wrist watch and cannonball magic mug, featuring the disappearing train. Send for free brochure.The Depot, PO Box 137, Sullivan, IL 61951. TF

BIG LIST dining car china, silver glasses, cloth. Pullman items. Stationery, menus, rules, official guides, timetables. Send 39 cents LSSAE to: James McClellan, 1752 S. Wichita, Witchita, KS 67213. 1188

STEAM BUILDERS PLATES - dining car items, buttons, linen, LSSAE. Swearer, PO Box 1, Strasburg, PA 17579. 187

BUILDERS PLATES of Steam Locomotive 384. Exact, beautiful, reproduction from original in aluminum. Proceeds to bring her back to life. Donation $37.50. Lakeshore Railway Association. 401 East Erie Ave., Lorain, OH 44052. 1186

AUTHENTIC RAILROAD MEMORABILIA: China, silverplate, glassware, linen, keys, locks, lanterns, timetables. Newest listings $1.50. Railroad Artifacts, Box 305, Cheektowaga, NY 14225-0305. 1186

RAILROADIANA OF ALL SORTS, bought and sold. Listing for many lines, back issues of magazines, books, maps etc. SSAE. Be specific. Nestles Railroadiana, RD#2, Ray Rd., Greenwich, NY 12834. 1186

BRASS STEAM lubricator $99.00, brass steam locomotive bell $1495.00, cast brass steam whistle $495.00. Claude Christ, Route 7, Box 112, Lexington, VA 24450. 1186

PROTECT YOUR PUBLIC system timetables with clear plastic covers. 100/$4 or 200/$7. Please add $1.50 for UPS shipping. Grayland Station, Box 31344, Chicago, IL 60631. 1186

STEAM LOCO headlight, must pick up. Photo, details, $1.00. 246 Middlefield, Akron, OH 44312. 1186

BUILDER'S PLATES - Locomotive and railway equipment. U.S., Canadian, foreign. SSAE for list. Steuernagel, Box 31519, Phoenix, AZ 85046. (602) 948-8125. 1186

LOCOMOTIVE WINDVANES, post & mailbox signs. Much more. Elegant, reasonably priced. Catalog $2.00. (refundable) Ashlandbarns, 990FR Butlecreek, Ashland, OR 97520. 1186

RAILROAD PHOTOS & SLIDES

QUALITY DUPLICATE color slides. Twenty slides per set, only $9.00. Sets include Amtrak Heritage, AT&SF freight. AT&SF passenger, CB&O/C&S, Frsco, FW&D, Katy, KCS, Milwaukee, Mopac, Rio Grande, Rock Island, SP and UP. List and sample $1.00. Trackside Slides, Dept. RF 245 S.E. Robin Road, Bartlesville, OK 74002. 187

TROLLEY & BUS photos. State wants. LSSAE to Al Gilcher, 17 Lochland Road, Valhalla, NY 10595. 1186

THE NEWEST SLIDE sets from Coastline features twenty of the best mid-western scenes from the HJ Bailey collection. Many fallen flags! The best of Southern RWY debuts this month. Twenty slides only $9.00. Sample slides and brochure $1.00. Coastline Slides, 1143 Patrick, Fayetteville, NC 28304-9640. 1186

DUPLICATE RAILROAD SLIDES: 1950's to 1980's USA, Canada, Mexico, steam, diesel, electric. Catalog $1.00 and LSSAE to: Hudson Leighton, 1722 Oliver So., Minneapolis, MN 55405. 1186

CUSTOM BLACK AND WHITE photographic service. Write today to: TCK, Box 1546, Elk Grove, IL 60007. 1186

MEMBER'S DUPLICATE SLIDES: Railroads of eastern Pennsylvania and other eastern states. Send $1.00 and LSSAE with 39 cents postage, for list No. 11 and sample. List closes April 30, 1987. Hawk Mountain Railway Historical Society, Inc., PO Box 372, Allentown, PA 18105-0372. 587

PHOTOS TO TRADE. Will trade 3 1/2" X 5" color photos of contemporary midwest railroading for similar photos from other parts of U.S.A. Jeff Williams, Box 943, Adrian, MI 49221.1186

SLIDES: Locomotives, cars, structures, scenes. 1986 catalog and samples $2.00. Lakeside, PO Box 707, Browns Mills, NJ 08015-0707. 1186

WALNUT FRAMED 5X7 Laser photos of steam trains electronically. Enhanced vibrant and alive set of three. Send $20.00 plus $2.50 UPS. De Veauk Art Novelties, PO Box 291717, Los Angeles, CA 90029. 1186

RAILROAD SOUNDS

ON CASSETTE, Hear 3 Baldwins, a 1919 4-4-0 at Stone Mountain, a 1904 2-8-0 at Chattanooga and a 1941 2-8-2 at Pigeon Forge, Tenn. Includes a cab ride on the Cattanooga's No. 722. 60 minutes in stereo. Southeastern Steam, $7.95. Timbre Audio Productions, Box 40218, St. Petersburg, FL 33743. 1186

RAILROAD VIDEO

MINNEAPOLIS & ST. LOUIS RAILWAY VIDEO. 50 minutes. Sound 25 minutes diesel trip, Minneapolis to Peoris 1949 "Fast Freight". Silent 25 minutes 1935-1948 entire M & STL lots of steam. VHS 3 to 4 week delivery. $33.95 plus $2.50 shipping handling. V.R. Ward, 201 N. 8th Street, Marshalltown, IA 50158. 1186

COLORADO NARROW GAUGE: D&SNG K-28 #473 w/plow, mixed to Silverton and back. 45 minutes, full color, natural ACCUsound, $49.95. C&TS K-36 #487, up Cumbress Pass to Antonito - run-buys, M.P. guide included. 45 minutes, full color natural ACCUsound, $49.95. Georgetown, spectacular scenery to Silver Plume. 20 minutes, full color, natural ACCUsound, $29.95. CRS Television, PO Box 23805, Milwaukee, WI 53223. 1186

WHITE MOUNTAIN NH VIDEO, VHS. Climb aboard an ex-Maine Cenfral motorized railcar for an exciting ride on the soon to be abandoned mountain route from Portland to St. Johnsbury. Climb 900 ft. in 9 miles as we wind through Crawford Notch on a shelf cut through over 100 years ago. Send $29.95 to: Kenson Video, 47 Arlene Ave., Wilmington, MA 01887.387

GREENMOUNTAIN RAILROAD VIDEO75 minute VHS casette of 52-mile Vermont Railroad on its daily trek to Rutland. Exciting cab shots from the aging GP9 and Bay Window caboose of narrow mountain rock cuts and high restles in their winter ascent to Mt. Holly. Rural New England towns, including abandoned "Steamtown" as seen by the engine crew. Send $29.95 to: Kenson Video, 47 Arlene Ave., Wilmington, MA 01887.387

SHOWS & SALES

GREENBERG'S GREAT Train, Miniature & Toy Shows. Shriner's Auditorium, Wilmington, Mass.; November 8-9; Pittsburgh Expo Mart, Monroeville, Penna.; November 15-16; Norfolk Scope, Norfolk, Virginia: November 22-23; Colonie Hill, Hauppauge, Long Island, New York: November 29-30; Timonium Fairgrounds, Timonium, Maryland: December 6-7; Philadelphia Civic Center, Philadelphia, Penna., December 13-14. Admission: $4.00 adult, under 12 free with an adult adm. 11 A.M. to 5 P.M. daily. Information: Greenberg Publishing, Sykesville, MD 21784. 301-795-7447. 1186

COLLECTIBLES SHOW, September 28, 1986 at Suny College at Oswego, Lake Hall, Johnson Road, Oswego, NY, from 10:00 to 5:00 P.M. $15.00 per table, 50 cents admission. We have coins, stamps, baseball cards, bottles, dolls, etc. Marsha Unger, 178 East Cayuga Street, Oswego, NY 13126. 315-342-3544. 1186

TRAVEL

FOR RAILFANNING, THE IZAAK WALTON Inn, has it all. Located on BN's main line sixteen miles west of the Continental Divide our Great Northern-built hotel provides delicious food, trackside rooms, a railroad bar, helper service, trestles, tunnels and snowsheds. Glacier National Park, Marias Pass, unsurpassed photographic possibilities. Phone is an operator call to Essex #1. Izaak Walton Inn, Box 657, Essex, MT 55916. TF

WANTED

MOVIES OF THE NYS&W, L&NE, L&HR AND WB&E. 8mm, super 8mm, 16mm. Will buy or request permission to duplicate professionally. Must be pre-1963. Harold H. Carstens, PO Box 700, Newton, NJ 07860. TF

WANTED: Norfolk & Western employees magazines. Send list & price to: Carlos Fink, 1339 Westover Ave., Norfolk, VA 23517. 1186

WILL BUY: RR Lithographs. Singles or collections, Fogg, Ragan, Dedek, Hiney, others. Send description, size, condition, price to: Hinkhouse, Box 898, New Braunfels, TX 78130. 587

BOOKS WANTED - Railroad book collections bought. Tom Bjorkman, 128 Lake Drive East, Wayne, NJ 07470. 1186

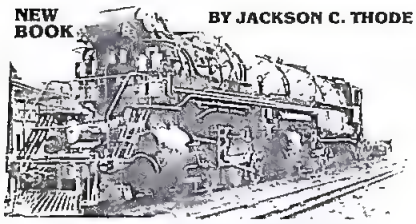
WANTED BURLINGTON PIONEER Zephyr Railroadiana. Publicity Material plus slides, movies, negatives and other kinds of items. Also material on 1934 film "Silver Streak". Walter J. Brasen, 1002 Mitchell, Elmhurst, IL 60126. 1186

BOOKS: L.I.R.R. VOL I BY Seyfried; Bridgeton & Sac River RR by Mead. Al MacAdam, Box 8326, Vero Beach, FL 32963. 1186

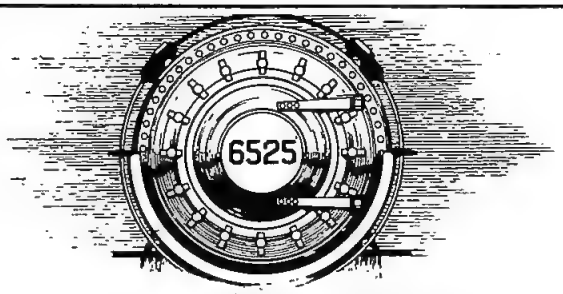
Have you seen
The NEW! Short Line?
THE SHORT LINE
More Photos and Maps
Coated paper, Larger type
Histories, Location Reports
Coverage of all the new shortlines
Subscription — 6 issues $11.00 by 2nd Class Mail
Sample Copy — $1.50
The Short Line
P.O. Box 607-R
Pleasant Garden, NC 27313
The Journal of Shortline and Industrial Railroads

Over 350 Embroidered Cloth R.R. Emblems ..... 3/$2.10
Catalog and 3 samples $2.50
Railroad (Hickory) hats • Railroad Jewelry
Dealer Inquiries Welcomed
W.N. RICH
137 Old Long Ridge Road
Stamford, CT 06903

NEW BOOK
BY JACKSON C. THODE



GEORGE L. BEAM
and the Denver & Rio Grande
A 280 page presentation of 275 photographs illustrating the time period from 1898 through mid 1934. Many spectacular enlargements.
Hardbound $22
SUNDANCE PUBLICATIONS Ltd.
250 BROADWAY
DENVER, COLORADO 80203
MASTERCARD/VISA ACCEPTED. 303 777-2880



AT LEAST 65 GOOD REASONS
TO SUPPORT THE RAILROAD MUSEUM
OF PENNSYLVANIA
K4s #3750, PRR H10, 0-4-0 #111, Hesler #4, PRR G5, M1, GG-1, E-7, B-1, DD-1, L-1, B6sb, PP & L 0-8-0, V&T #20, 1890's wooden train, John Bull Replica, CV Combine, PRR H3, PRR h6sb, LV Parlor Car, BEDT 0-6-0, D-16, E2, P-70 Coach, E6s, Reading Diner, MP-54, Rdg P-54, NKP 757, SHAY #4, PRR P-54, PRR P-58, PRR A5s, Lotos Club Car, Vintage Freight Cars
The Friends of the Railroad Museum of Pennsylvania have begun a $1.3 million campaign to double the size of the Museum's Rolling Stock Hall. Your contribution of $25.00 will help save 65 classic locomotives and cars.
Your gift will be acknowledged by a high quality, limited edition commemorative pin, and a numbered certificate of appreciation suitable for framing. Be among the first to be counted with those helping to save these historic trains.
Send your tax-deductible contribution payable to:
6525 Campaign
% The Friends of the Railroad Museum of Pennsylvania
Box 125
Strasburg, PA 17579
Name
Address
Mastercard Visa
Expiration Date
Signature

Amtrak Mini Train

• Metal Amtrak Passenger Set
• Approximately 2/3 the size of the "Z" Gauge
• Boxed with Amtrack Intercity Map
• Perfect Gift for the Railroad or Miniature Enthusast
• $7.95, plus $1 shipping or send $1 and LSSAE for graphic flyer
TNC Enterprises
318 Churchill Court • Dept. RFM
Elizabethtown, KY 42701 • (502) 765-5035

CROSSTIES THROUGH CAROLINA
NC RRs 1836-1910. 103 photos. History. 88 pgs. $9.95
CROSSTIES TO THE DEPOT VIRGINIA RR STATIONS
240 photos. Many views with trains. 56 pgs. $9.95
CROSSTIES OVER SALUDA Sou.Ry
steam & diesels vs. steepest grade. 58 pics. $6.95
Add $1.00 shipping & handling for each softcover book
NC residents add 3% State Sales Tax. Check or Money Order to:
GILBERT DESIGN, INC., P.O. BOX 31151, RALEIGH, NC 27622

Canal Boats, Interurbans and Trolleys
by Amberger, Barrett & Morling
A history of the Rochester, N.Y. Subway
128 pages, 200 photos, roster, maps
$14.95 postpaid (NY residents add sales tax)
ROCHESTER CHAPTER, NRHS
Publication Sales
P.O. Box 664
Rochester, N.Y. 14602

& Ohio *Roy B. White*. It was one of a group of four identical sister vessels (*Roy B. White, William C. Baker, Walter L. Price* and *Howard E. Simpson*) which were designed by the late Thomas Bowes and built by RTC Shipbuilding of Camden, N.J., in 1953. The 110-foot vessel is powered by a 10-cylinder Fairbanks Morse 38D8-1/8 opposed piston diesel engine, nearly identical to the powerplant used in FM 2000-h.p. hood unit and C-line locomotives. The *Hercules* retains its high railroad pilothouse, a structure usually lowered when railroad tugs were sold off to commercial service. When the B&O disbanded its marine operations, the *Roy B. White* was initially purchased by New York Dock Company for carfloat service under its original name, before being purchased and re-named by BFT.

Boston Fuel Transportation also owns a fourth railroad tug, which was operating in the New York area and could not take part in the convention event. The *Carol Wales* was originally the B&O *Walter L. Price*, an identical sister to the *Roy B. White*. When the B&O tug operations were discontinued, it was sold to the Chesapeake & Ohio for shipdocking service at their Newport News, Va., coal terminals, and re-named *Walter J. Tuohy* (see July 1984 R&R). The C&O lowered the tug's pilothouse to make it more suitable for shipdocking service. When the Chessie System phased out their older railroad tugs in 1984 following the delivery of the Jakobson-built tugs *Chessie* and *Seaboard*, BFT purchased the *Touhy* through marine equipment dealer Donjon Marine. The Chessie subsequently suspended all their marine operations, and the *Chessie* and *Seaboard* have now also

...new from M.F. Kotowski

SOUTHERN PACIFIC 5011
The SP had the largest fleet of 3 cylinder 4-10-2's in America. This SIGNATURE SERIES print is dramatically rendered by artist Mike Kotowski in full colour. Measuring 11-1/2 x 8-1/2 inches, mounted on a 12 x 16 inch grey matt, ready for framing, the print is signed and numbered by the artist. A brief history and signature certificate is included.
$17.95
CA residents add 6% tax.
M.F. KOTOWSKI RAILROAD ART
21 N. HARRISON SUITE 200
CAMPBELL, CALIF. 95008

been sold into commercial service with McAllister Brothers Towing.

The Railroad Tug Run-By was sponsored by Boston Fuel Transportation Company and Carstens Publications. Coordination of the tugs was handled by BFT's President Vincent D. "Jake" Tibbetts, Jr., who operated the *Karen Tibbetts* during the event, and by Preston Cook, who originally brought up the idea of having the event and directed the vessels from the shore by radio while handling questions from the on-lookers.

The vessels paraded by the spectators one-by-one and then did some side-by-side posing (see page 74). A highlight of the event was when the *Hercules* went through some tight maneuvers near the pier, treating the crowd to some blue smoke and the sound of a Fairbanks Morse OP being revved.

Preston Cook is presently wrapping up a Carstens book on railroad tugboats that should be on the market sometime in early 1987.

The A Unit

The following conversation took place at a recent gathering of New Jersey railfans.

"Hey, Tom, when are they going to run the A Unit?"

"You mean Tri-State's BAR F3?"

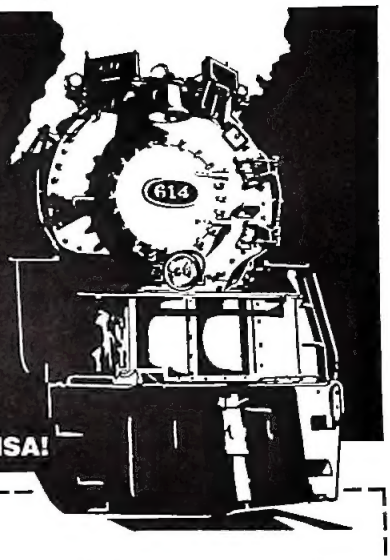
"No, no; the A Unit."

"Oh, the Pennsy E8s?"

"No, the A Unit; you know, the N&W 2-6-6-4 down in Birmingham."

"George, you don't *ever* call a steam engine a 'unit'."

SUBSCRIBE TODAY! and Enjoy!



Join the railfans who subscribe and enjoy every issue of RAILFAN & RAILROAD. We look at the rail hobby the same way you do and have the finest authors in the field to share their individual perspectives on the railroading of today, yesterday and tomorrow—all from the varied viewpoints of involved hobbyists. Subscribing saves you money and guarantees you won't miss an issue. Join us.

Charge it on your MasterCard or VISA!

RAILFAN & RAILROAD
Subscription Dept.
P.O. Box 700
Newton, New Jersey 07860-0700

TO SUBSCRIBE: Mail this form with the following information:
☐ New subscription
☐ Renew my present subscription

☐ 6 ISSUES $11 SUBSCRIPTION
☐ 12 ISSUES $20 RATES
☐ 18 ISSUES $28 IN USA

☐ 6 ISSUES $13 CANADA
☐ 12 ISSUES $24 & FOREIGN
☐ 18 ISSUES $34 (includes postage)

Name _____

Street _____

City, State, Zip _____

Payment by: ☐ **Check** ☐ **Money Order**
Charge to: ☐ **MasterCard** ☐ **VISA**
CARD NUMBER EXPIRATION DATE _____

SIGNATURE _____

If you don't want to mutilate your magazine, send your order and remittance in a letter

RAILFAN & RAILROAD Advertising Index for November 1986

A
Adventures in Sound 10
Alco Historic Photos 32
Charles L. Amos 5
Scott Arden 69
Arkay Records 63
Audio Visual Designs 13
Avanti Productions 11

B
B. R. M. N. A. 61
Don Ball, Jr. 25
Berkshire Videography, Inc. 16
Blue Mountain & Reading Rr Co 6
The Boston Mills Press 60
Burlington Northern R.R. ..... Cover III

C
Canrail Videos 68
Carstens Publications, Inc. 10,18,22,24,64,65
Central Electric r'fans Assoc. 20
Challenger Tours 69
Charly's Slides 13
The Chauncy Press 25
Al Chione 8,28
Christian Bell Porcelain Ltd. 17
Colorado Railroad Museum 26
Richard J. Cook 6
Crestline Studios 8
Crosslies Press 72
CTC Board Magazine 26

D
Depot Attic 69
Depot Of Sullivan 29
Charles Ditlefsen ..... COVER IV

E
Empire Video 69

F
Fallen Flags 20
Flying Yankee Enterprise 12
Foster Trent 32
Friends/Rr Museum Of Penn 72

G
Grandpa's Depot & Caboose 68

H
Helmburger House 25
Herron Rail Services 24
Hod Carriers Inc 6
Hopewell Productions 3

I
Identity Check Company 24
Interurban Press 33

J
Jane's Publishing Inc. 21
JMC International 9

K
M. F. Kotowski RR Art 72
Krone & Co. 8

L
Lasting Impressions 22
Leanin' Tree 14,15
Wendell Lewis 69
Carleton F. Loucks 16

M
Mcmillion Publications 26
David Mcneil 19
Mid-Michigan Hobby Supply 9
Mile Post 1 13
Milmed 32
Mystic Valley Railway Society 30

N
N J International Inc. 11
N&W Historical Society 6
Nat. Asso. Of Rr Coll. 29

O
Old Smokey Railway Museum 5

P
Pacific Fast Mail 62
Pacific News 12
Pacing Images 8
Pentrex 29,31
Pioneer Railroad Co. Inc. 10
Potomac Chapter, NRHS 60
Preddy's Card 11
Pro Custom Hobbies, Inc. 6
Pullman Silver Palace Service 22

Q
E.M. Quinn 62

R
Rail Heritage Pub. 17,29
The Rail Image 21
Rail Innovations 20
Rail Photos Unlimited 63
Rail Plaque 32
Rail Travel Center 24
Railfan & Railroad 28,73
Railfare Enter. Limited 5
Railpace Co., Inc. 69
Railroad Avenue Enterprise 22
Railroad Supply Corp. 22
Railroadians of America 12
Rails 'n' Shafts 7
Railway Treasure Reproductions 28
Gil Reid 63
Reznak Rail Enterprises 21
W. N. Rich 72
Rochester Chapter 72
Ben Rohrbeck 32

S
Scanner World 23
Greg Scholl 30
Sherborne Gallery, The 19
The Short Line 72
Signal Computer Consultants 69
Sundance Publication 20,72
Sunday River Productions 27

T
Tie Lines 19
TNC Enterprises 72
Trackside 8
Trackside Times 68
Trackside Video 20
Trolley Incorporated 31
Trolley Talk 29

U
Utah Railroad Museum 5

V
Vanishing Vistas 28
Video Periodicals 11
Virginia Book Distributors 17

W
West Jersey Chapter NRHS 9
Westrail Publications 9

KODACHROME: CHIP SHERMAN

KODACHROME: CHIP SHERMAN

THE MINUTEMAN '86 convention featured a "Tri-Modal" fantrip on Tuesday, July 22. It departed S. Braintree on the Cape Cod & Hyannis train to Hyannis (shown above at W. Barnstable on July 25), where the passengers boarded a Provincetown Boston Airways DC3 for a flight to Provincetown. The ferry *Provincetown II* (below left) completed the circuit back to Boston. A "Float-By" on July 25 featured three ex-railroad tugs owned by Boston Fuel Transportation. Left to right are the ex-LV *Cornell*, ex-B&O *Hercules* and ex-VGN *Karen Tibbetts*.

KODACHROME: DON JILSON

KODACHROME: PRESTON GOOK

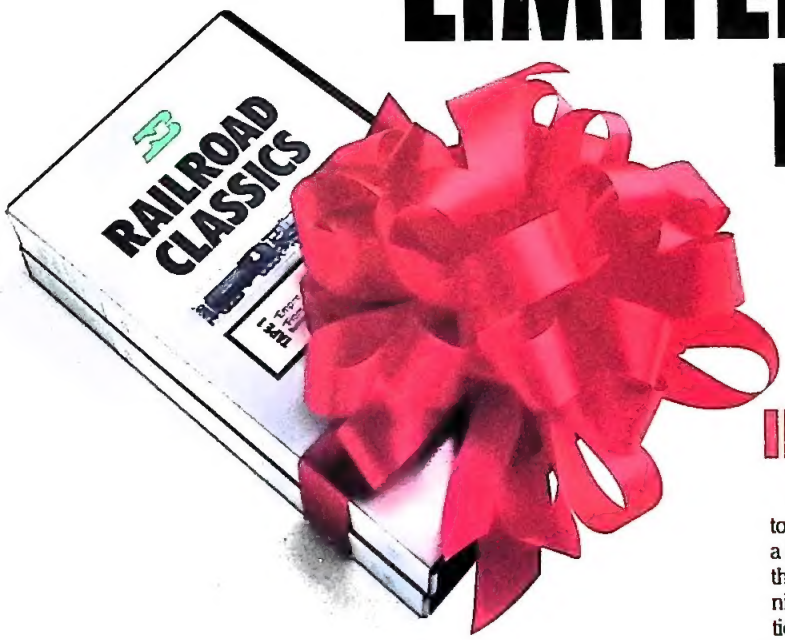
KODACHROME: DON JILSON

TWO NIGHT PHOTOS: JIM BOYD

PROVIDENCE & WORCESTER put on an extensive fantrip over all of its lines on July 23. GP38-2 2009 and the E8B heater car headed up a photo runby at Putnam, Conn. The train had P&W's boat-tail obs.

A NIGHT PHOTO session was held July 22 in Conrail's S. Braintree yard with the equipment shown here plus a Green Mountain RS1 and Clarendon & Pittsford GP9. See page 57.

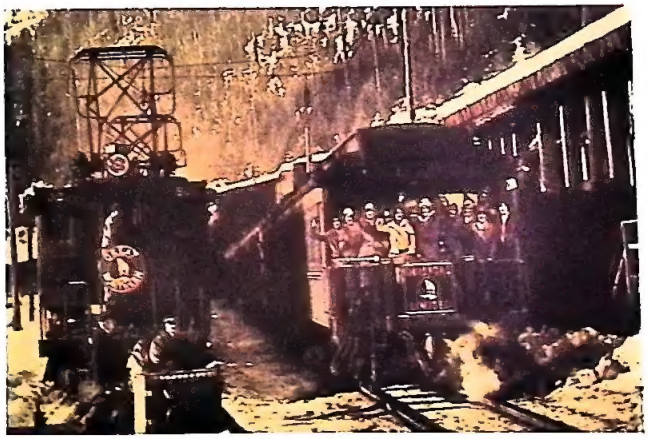
LIMITED EDITION RAILROAD CLASSICS



AN EXCELLENT GIFT IDEA FOR CHRISTMAS

At Burlington Northern Railroad, we're opening our film vault to offer you a unique collection of classic railroad videos. This is a limited time offer. Our management has authorized access to the vault only until January 1, 1987. So this is your only opportunity to order these classic railroad videos for your private collection or for a gift. Each cassette contains two exciting classics:

TAPE 1 — "Empire on Parade," color, 46 minutes, mid 1950's. Get a firsthand look at Great Northern freight trains and the commodities they hauled.
PLUS "From the Car Window," black and white, 15 minutes, 1930. Climb aboard and ride through history with this vintage footage of Great Northern's "Empire Builder." $39.95



TAPE 2 — "California Zephyr," color, 28 minutes, early 1950's. You'll enjoy panoramic views from the Vistadome Car on the Zephyr's incomparable journey from Chicago to San Francisco.
PLUS "Path of a Giant," color, 12 minutes, early 1980's. Dramatic camera angles in this safety promotion film will impress you with the weight and power of freight trains. $39.95

TAPE 3 — "Portrait of a Railroad," color, 28 minutes, early 1970's. Learn the story of Burlington Northern through one of the ten best industrial films of the decade.
PLUS "Western Coal Connection," color, 12 minutes, 1970's. Take a close look at the largest rail construction project in the last half century — the Gillette-Orin line. $39.95

TAPE 4 — "Transcontinental Railroad," black and white, silent, 8 minutes, 1930's. Now you can own classic footage of Northern Pacific's "North Coast Limited" and its route from Seattle to Chicago.
PLUS "Mr. Dodds goes to Colorado," color, 29 minutes, 1950's. Travel with Mr. and Mrs. Dodds aboard the Burlington Route's Denver Zephyr and experience a ride on the famous Pikes Peak Cog Railway. $39.95

TAPE 5 — "Lively World of Great Northern," color, 11 minutes, 1960's. Take a last look at the old Great Northern with the last film ever made by G-N.
PLUS "Alaska," black and white, silent, 10 minutes, 1930's. All aboard Northern Pacific's "North Coast Limited" to Alaska! Then enjoy a scenic ride on the Alaska Railroad. $39.95

Order the entire collection (five tapes, ten films in all) and pay only $170. You save almost $30 and we pay all shipping and handling costs. Or choose your individual favorites and pay $39.95 per cassette plus $2.00 shipping and handling per order. Texas residents, please include 4½% sales tax on your total order (complete set or individual tapes.) Please indicate tape number(s) with your order. Currently available in VHS only.

Don't miss your last opportunity to own these collectible railroad classics. Your order must be postmarked by January 1, 1987. Order now by sending your check or money order to Burlington Northern Railroad, Suite C-50, Continental Plaza, 777 Main Street, Fort Worth, Texas 76

LAST CHANCE. OFFER ENDS JAN. 1, 1987!

BURLINGTON NORTHERN RAILROAD

Those Magnificent Trains 1987 calendar

Charles Ditlefsen's 1987 "Those Magnificent Trains" calendar is a striking work of art that you will want to have. Included in the 12 full color reproductions are SP's #4449, UP #3985, SPNG #9, as well as photography from the Green Mountain, Santa Fe, D&RGW narrow gauge, Sierra, Southern, Milwaukee, CP, and CN. Each color print is suitable for framing.

$8.95 '81, '83, '84, '85, '86 calendars for $5 ea.

Those Magnificent
Planes
1987 calendar
From the camera of Ronald C. Hill $8.95, 1985 and 1986 calendars for $5 ea.

Red Cars/ Yellow Cars
1987 calendar
Early views of LA, the Pacific Electric, and the LA narrow gauge $6.95

At your favorite dealer or order by mail:
Charles Ditlefsen, P.O. Box 1807, Mill Valley, CA 94942

Name _____

Street _____

City, State, Zip _____

☐ MASTER CARD ☐ VISA EXP. DATE _____

CARD NUMBER _____

SIGNATURE _____

Shipping—add $1 per calendar.
Overseas—$4 surcharge
California residents add 6% tax